

TRACK TEST Schuey Sr's 1991 Jordan



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19 AUGUST 2021

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**MICK MAKES HIS
MARK, 30 YEARS
AFTER MICHAEL**

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we started at exactly
the same age"**

PLUS

- The dawn of the Schumacher dynasty
- De Vries wins FE title as doubts swirl around Mercedes
- BTCC thrills hit Knockhill





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In the name of the father: the Schumacher dynasty 30 years on

Thirty years ago next Tuesday, Michael Schumacher stunned the Formula 1 world by qualifying seventh for his grand debut in the Belgian Grand Prix. Three decades later, his son Mick will next week continue his promising rookie F1 campaign at the same circuit: Spa.

Time, then, to get to know young Schumacher. Right from his early days in the sport, he has been tremendously popular as a down-to-earth lad with no airs and graces. Alex Kalinauckas's interview with the Haas racer on page 16 portrays a likeable character, who only wanted to make it to F1 once he felt he had earned the right (and he well and truly did that), and not because of his family name.

We also look into his father's tumultuous first 12 months as an F1 driver. On p24, Adam Cooper talks to leading lights, including Ross Brawn and Pat Symonds, from the Benetton team of the period leading up to the first Schumacher GP victory. Then Sky Sports F1 analyst Karun Chandhok tells a beguiling tale on p28 of how he not only tracked down a Jordan 191, as driven by Schumacher at Spa in 1991, but had no trouble persuading Mick to join in the fun of driving it at Silverstone.

Over in Berlin, Nyck de Vries became Formula E champion (p40) only for his Mercedes team to announce its pullout (p6), following Audi and BMW. It really is like the DTM revisited... Matt Kew has all the details, and assesses de Vries's F1 chances (p12).



MS

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NEXT WEEK
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Le Mans 24 Hours
All the action from the world's greatest endurance race

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HYPERCARS ON A PAR AS LE MANS KICKS OFF

Test-time-topping Glickenhaus leads Toyota. Will the same happen on Sunday afternoon?



LE MANS 24 HOURS

Glickenhaus is going into this weekend's Le Mans 24 Hours believing it can challenge for race victory. That was the message from the US manufacturer after it topped last Sunday's official test day for the double-points round of the World Endurance Championship with its new Le Mans Hypercar.

The importance of Olivier Pla's lap that knocked Toyota off the top of the charts at the end of nine hours of testing was played down by Luca Ciarretti, technical director of the Podium Advanced Technologies organisation responsible for the Glickenhaus-Pipo 007 LMH. But he said that it should be taken as another signal that the marque should be regarded as a credible challenger.

"The time doesn't mean a lot to be honest because we don't know what the others were doing," said Ciarretti. "But it shows what we have believed all along: that we are here to challenge, to do a proper job. We believe that based on what we saw at Monza [the previous round of the WEC] and these preliminary figures on our pace at Le Mans that we can somehow fight. I believe we are there."

Pla jumped to the top of the times with less than 10 minutes of the test to go with a 3m29.115s, which bettered Mike Conway's previous best for Toyota by 0.225s. The Frenchman described Sunday as "a good start to the week of Le Mans", which resumed with the first practice and qualifying sessions on Wednesday. "We were pushing, we have nothing to hide," he continued.

"We were very surprised by the balance of the car at the beginning: I had a very good feeling with the

car from my first lap in the morning."

Pla confirmed that he went out on fresh tyres as the temperatures dropped on Sunday evening, which almost certainly resulted in the quickest conditions of the day. Conway had set his time 90 minutes earlier, and the #7 Toyota GR010 HYBRID didn't go out on fresh tyres at the end. Kazuki Nakajima was given a new set of Michelins late on and improved the #8 car's best to 3m29.622s.

Ciarretti is confident that Glickenhaus is on top of the reliability issues that hit its two cars at Monza in July. He explained that the team has understood the brake issues that delayed the #709 entry that briefly led the race and went on to finish fourth. The issue, which resulted in a change of front pads and discs, was initially put down to an assembly problem with the brake cooling ducts, but Ciarretti revealed that the team now has a better handle on the issue.

"There has been an improvement in the assembly process, but it is more about the temperature window in which we keep the brakes," he said. "We have understood how to manage the brakes better by running the car on a dyno and we have checked that progress during the test. The track here at Le Mans also helps: there is more time between the braking zones than at Monza to cool down the brakes and manage the temperatures."

The sister car, which Pipo Derani qualified within 0.8s of pole at Monza, retired in Italy with a gearbox issue, which the team has now confirmed was caused by an electronic glitch. This was described by Ciarretti as a problem with the wiring loom.

"All the problems we have had during the season and



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in testing are under control," he said. "Of course, we can't be sure that these are the last ones we are going to have because Le Mans is very demanding for the cars. If we are going to have issues, I think it will be with minor stuff rather than the major hardware."

Toyota Gazoo Racing Europe technical director Pascal Vasselon described the pace of the Glickenhaus on the test day as "very good news". "It would not at all be entertaining if they were two or three seconds off the pace," he said. "It means there should be a race where several cars are in the same ballpark."

Toyota believes it has sorted the issues it faced at Monza. The #8 car was delayed by a change of fuel system, which post-race analysis revealed was caused by contamination of the petrol within the systems it uses to manage the fuel. The electronic glitch that cost the winning #7 car a minute during the race has also been resolved, although Vasselon wouldn't go into detail.

Vasselon pointed out that all three manufacturers competing in the Hypercar class were within a second at the end of the test. The Alpine-Gibson A480 grandfathered LMP1 car ended up fourth in the times with a 3m30.111s from Nicolas Lapierre. "Three different cars within a second – it is perfect," said Vasselon.

Matthieu Vaxiviere, who shares the Signatech-run Alpine with Lapierre and Andre Negrao, said that the team was happy after the test.

"We did some good work over the day: we were just focusing on ourselves," he said. "That's what we will be doing in the race. If we have the perfect race that will bring us a result."

GARY WATKINS



Aston Martin drops its Vettel Hungary appeal

FORMULA 1

Aston Martin has withdrawn its appeal against Sebastian Vettel's disqualification from Formula 1's Hungarian Grand Prix.

Vettel was excluded from his second-placed finish at the Hungaroring because the FIA could not extract the minimum one litre of fuel that is required for post-race technical inspections.

Aston Martin had initially been confident that more than enough fuel remained in the car beyond the 0.3 litres pumped out by the FIA, and that the remainder could not be accessed due to a fuel-pump-system failure. According to telemetry data logged over the race, Aston Martin estimated that there should have been at least 1.74 litres of fuel in the car.

After the race, Vettel's car was impounded by the FIA and taken to the governing body's facilities in France in case it was needed as evidence in a legal hearing. Aston Martin immediately lodged an appeal and also requested a right to review of the FIA stewards' decision to disqualify Vettel.

Despite providing new evidence that a fuel-cell pressure-relief valve had indeed failed to prevent fuel getting pumped into the tank, the FIA rejected the request for the review. That's because as part of the Aston Martin investigation, it had also been discovered that the technical malfunction had led to a fuel leak that meant that there was not as much fuel in the car as Aston Martin had suspected.

While the evidence provided to the FIA was new in terms of the failure, the fact that it failed to show that there was more than one litre of fuel on board meant that the case was dismissed.

Having considered its position, Aston Martin has now elected to withdraw its appeal.

In a Tweet sent last Thursday, the team said: "Having considered our position and having noted the FIA stewards' verdict that there was clear new evidence of a fuel system failure, we have nonetheless withdrawn our appeal on the basis that we believe doing so outweighs the benefits of it being heard."

- Aston performance director Tom McCullough has revealed that the team modified almost every visible component on its car this year in a bid to turn around its campaign after its poor start.

"It was and is a more or less never-ending process of iterative development," said McCullough. "If a part of our car is licked by the wind, we have probably updated it at some point over the past four months."

"It is working. We know that our car is still not the fastest, but it is now closer in performance to the cars of our principal rivals than it was at the beginning of the season, and that is the result of a carefully managed programme of aero improvement that has necessarily involved trial and error but has also delivered real results."

JONATHAN NOBLE



Mercedes follows Audi and BMW in Formula E exodus

FORMULA E

Mercedes will quit Formula E at the end of the 2022 season, with the championship's most-recognised and biggest-spending manufacturer following Audi and BMW out of the door to continue the German exodus.

Its position had been increasingly uncertain after withholding a commitment to the Gen3 regulations, which will advent in 2023, while it sought "clarification" that related to "important details regarding the structure of the series". While talks continued over this commercial standoff, the team did sign a delayed option to begin its development of the new 470bhp powertrain, and was represented in the most recent meeting of the Technical Working Group.

But the Daimler boardroom has now pulled the plug on the programme, despite the reported benefits its engineers can provide to the tandem F1 attack.

Mercedes motorsport boss Toto Wolff confirmed to select media, including Autosport, that "a decision has been taken" with regards to Gen3. "If Mercedes were to leave, which we haven't said, then of course you need to work on alternative strategies," he continued. "We are in the sport not only because we guys like to compete and drive around in circles. But it is mainly a marketing and communications platform, and therefore, like everything we do, is under constant evaluation in terms of the benefits that any platform is able to generate for Mercedes-Benz."

"Apart from the, let's say, marketing

value that it generates, it is about technology transfer and these two need to go hand in hand. This is why everything is permanently evaluated and is this really still contributing to where we see the brand?"

This looming exit, arriving after Nyck de Vries led Mercedes to a drivers' and teams' title double (above) on home soil in the Berlin E-Prix last weekend, comes despite Mercedes planning to launch an electric variant of every road car model from 2025 as part of a £34billion investment.

"Whatever we are going to see in terms of decisions, it's never like 100% that we want to be out because we don't like it anymore," added Wolff. "[Neither is it] 100%, we love it — that's why we're going to stay in forever. It's much more nuanced."

The Austrian revealed that FE chiefs have been made aware of the decision. He also recognised the high-profile engineers who had recently moved to the team, including ex-Renault F1 technical director Nick Chester and Nico Rosberg's former race engineer Tony Ross.

Speculation persists that Wolff could revive the team as a private investor. Remaining manufacturers are obliged to provide a powertrain if formally approached. While Wolff joked about a "Toto Racing" team, he expressed a desire to keep the personnel together, saying: "We have a team that is fully functional, that we can be proud of in a series that is good fun. We have also a certain degree of responsibility towards the team and the series."

MATT KEW

Pieces in place in driver jigsaw

FORMULA E

As Formula E teams continue their development towards the forthcoming Gen3 regulations, the preference is for driver continuity before testing of the new cars commences late next spring.

This has led Porsche to re-sign Pascal Wehrlein and Andre Lotterer for next year. While ex-Formula 1 driver Wehrlein only joined at the start of this season, Lotterer's future has been less assured after a spate of crashes contributed to him finishing 17th in the standings. This created speculation that Mitch Evans, managed by Porsche ambassador Mark Webber, could have been drafted in before the Kiwi signed an extension at Jaguar.

"Despite some notable successes this season, we are yet to achieve all of our goals," said Lotterer. That makes me all the more pleased that Porsche is giving me the chance to contribute to the further development of the team."

Meanwhile, breakout rookie star Jake Dennis (below), who finished third in the points after two victories, has agreed a deal with the newly independent Andretti Autosport team, which will remain after the departure of powertrain partner BMW.

Andretti team principal Roger Griffiths said: "Jake has shown in his rookie season he already has what is necessary to win in Formula E, and his knowledge of both the BMW powertrain and associated systems along with the Andretti team operations means that this continued relationship should bode well for success."

But Mercedes customer Venturi Racing is expected to shuffle its drivers. Following the exit of Audi and the almost-certain collapse of the replacement Abt entry, 2016-17 champion Lucas di Grassi is hotly tipped to replace Norman Nato, a first-time winner at Berlin last weekend, alongside 2020-21 runner-up Edoardo Mortara.

MATT KEW



GALLOWAY/MOTORSPORT IMAGES

Lundgaard shines on debut

INDYCAR

Alpine Academy Formula 1 protege and F2 race winner Christian Lundgaard showed dazzling pace on his IndyCar debut last weekend at the Indianapolis road course with Rahal Letterman Lanigan Racing.

The Dane, who undertook a day-long test at Barber Motorsports Park three weeks earlier, placed seventh in free practice, before nailing fourth on the grid, within 0.03 seconds of pole position. Come the race, he led a couple of laps during the first pitstop sequence, and finished 12th.

"It was all about just not doing a mistake..." said Lundgaard (right). "The mileage was important to get the experience of the full race. I think tyre management is probably where I suffered most, knowing how much I can push. But it's been a hell of an experience."

Lundgaard drove RLLR's #45 car, handled in several races this season by Santino Ferrucci alongside the team's full-timers Graham Rahal and Takuma Sato.

His debut brings another angle to the IndyCar driver market. Antonio Felix da Costa, the 2019-20 Formula E champion, has ruled out a move to the series with RLLR, which is planning to expand to three cars full-time, but Jack Harvey has been strongly linked to the team, and is leaving



Meyer Shank Racing at the end of 2021.

MSR has already confirmed its 2021 Indy 500 winner Helio Castroneves for a full-time seat, and on the shortlist to join him is 2016 IndyCar champion Simon Pagenaud, who is tipped to leave Team Penske if it slims to three cars.

While two inside sources claim the Frenchman's deal with MSR is done, team boss Michael Shank insists that is not so. "That's what I heard too, that we've signed Simon, but it's not true," Shank told Autosport. "Of course, he's certainly on our

list, but it's just not there yet." Asked if Pagenaud was at the head of that list, Shank replied: "He's in the top five people we're talking to, no question about it."

"I really can't talk about 2022 yet," said Pagenaud, who could dovetail a sportscar programme. "It's about contracts, and there's confidentiality agreements, so if I was to divulge anything I could be in serious trouble. And honestly, nothing is set. It's still only early August, so I'm in ongoing discussions with Penske."

DAVID MALSHER-LOPEZ

Porsche on DTM grid for first time

DTM

Porsche will be represented in the DTM for the first time this weekend, with three-time Porsche Supercup champion Michael Ammermuller making a guest start at the Nurburgring in a 911 GT3-R.

Munich-based SSR Performance, which won the 2020 ADAC GT Masters title and leads the 2021 standings, both with Ammermuller, has decided to dip a toe in the water of the DTM.

Its entry means that seven manufacturers will be on the grid. "A perfect preparation

wasn't possible due to the limited time; regulations are different," said Ammermuller. "That will definitely make it exciting and interesting."

Further bolstering the field will be Mercedes team Toksport WRT. Luca Stolz, who drives for the squad in ADAC GT Masters and GT World Challenge Europe, will make his DTM debut at the wheel of the squad's AMG GT3. It means that the grid will expand to 23 cars for the Nurburgring.

Meanwhile, two-time DTM champion Gary Paffett will not be taking up his



Mucke Motorsport Mercedes seat. Continuing concerns over coronavirus travel restrictions have led to Maximilian Buhk keeping the drive for the season.

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Tincknell gets late Le Mans call-up

LE MANS 24 HOURS

Harry Tincknell has received a late call-up for the Le Mans 24 Hours with the Proton GTE Am team – and promptly topped the times in class in Sunday's official pre-race test on his first day in a Porsche.

The winner of the GTE Pro class with Aston Martin at Le Mans last year was announced as a driver in the Proton Competition team's #99 Porsche 911 RSR at the end of last week, although Tincknell revealed that he had got the call two weeks beforehand. The deal is part of a tie-up between Multimatic Motorsport, for which he is driving the Mazda Daytona Prototype

international in the IMSA SportsCar Championship, and the German team.

Tincknell is driving the car as part of an all-new line-up along with Porsche Carrera Cup France frontrunner Florian Latorre and Thai Vutthikorn Inthraphuvasak, pro-am title winner in the GT World Challenge Asia in 2019.

Tincknell completed 38 laps in the Proton Porsche over the course of the test, setting the fastest lap in class with a 3m54.472s with just over an hour of the test remaining. He ended up just 0.1 seconds faster than Riccardo Pera in the best of the Project 1 Porsches in a class in which the top six cars were separated by less than 0.2s.

"I'm happy to get my head around a new car, especially as the last time I was in a GT car was when I handed over the Aston to Alex [Lynn] to get the job done last year," said Tincknell.

Sam Bird looks certain to return to the Ferrari fold in the 24 Hours this weekend. He was listed in the #52 factory AF Corse-run Ferrari 488 GTE Evo last week alongside Miguel Molina and Daniel Serra. So far Ferrari has only confirmed that Davide Rigon, who was scheduled to take the third seat in the car, will not drive as a result of injuries sustained in the Spa 24 Hours late last month.

GARY WATKINS

American, 15, to become youngest LM starter

LE MANS 24 HOURS

American Josh Pierson is on course to become the youngest driver to start the Le Mans 24 Hours when he joins the United Autosports World Endurance Championship line-up next year.

The Road to Indy F2000 frontrunner, who is fourth in the points, will be 16 years and 117 days old when Le Mans begins next year, compared with fellow

American Matt McMurry's existing record of 16 years and 202 days set in 2014.

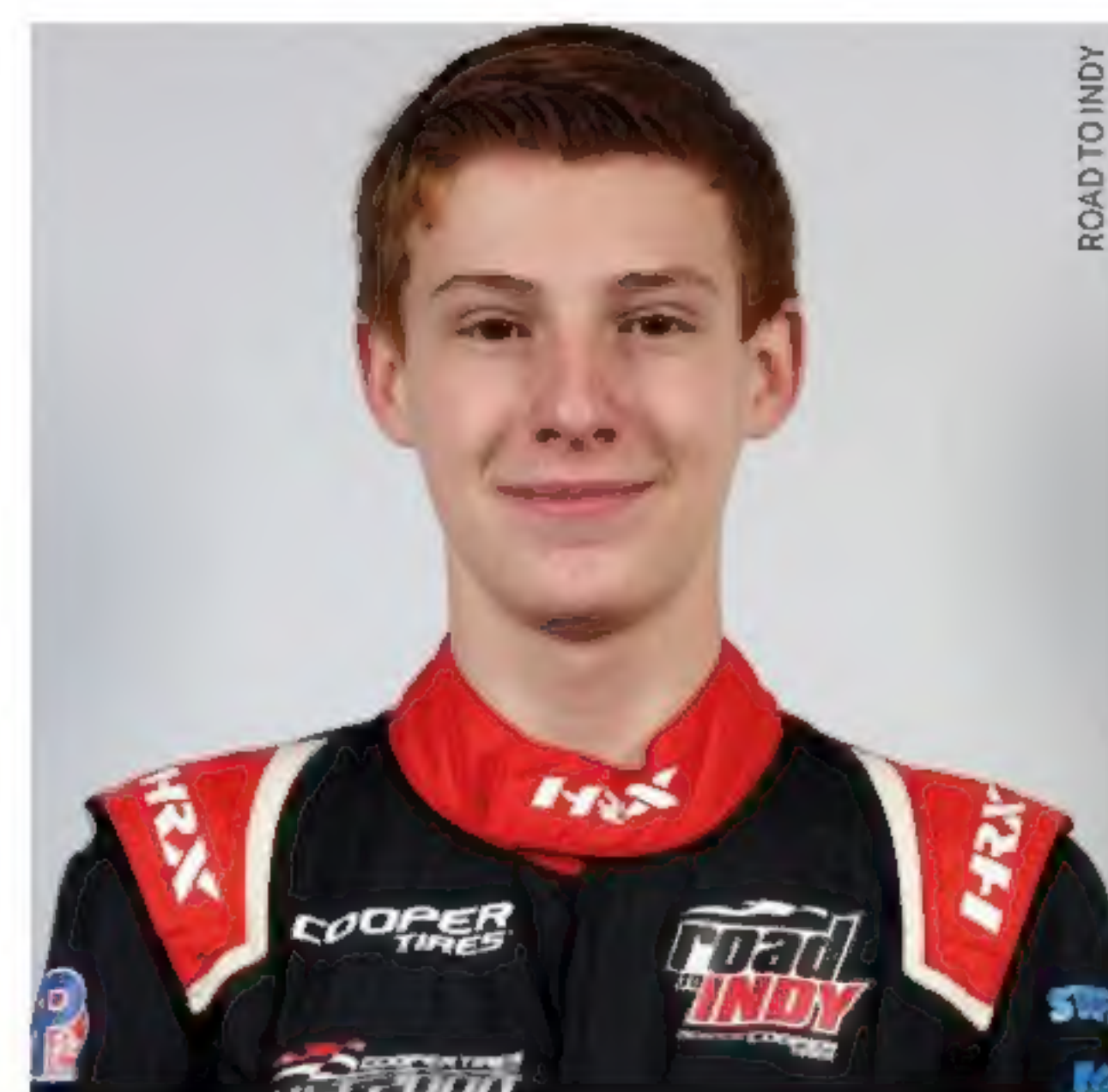
Pierson, from Oregon, first sat in a kart when he was two and began competing regionally aged four, before moving into cars last year, first in F1600 and then USF2000. He also contested selected rounds of the Atlantic Championship Series in his homeland.

Pierson tested an LMP2 ORECA-Gibson 07 for United at the Red Bull Ring

in May. Team boss Richard Dean said he was "very impressed" and that the team's job was now "to have him ready to win in the WEC next year".

"I can't believe how quickly my career has progressed in the past year," said Pierson. "To suddenly be driving a car as fast as the LMP2 car feels like a dream. I am looking forward to what the future has in store for me and the team."

GARY WATKINS



ROAD TO INDY

BEROUD/VISION SPORT AGENCY



Bentley builds electric GT car

ELECTRIC GT

Bentley has built an electric version of its Continental GT3 racer as part of an evaluation of the FIA's planned Electric GT Championship for 2023. But the British manufacturer has stressed that no decision has been made to enter the series.

Autosport has learned that Ray Mallock Limited has built a Continental development car to the eGT regulations, which were released to interested parties by the FIA as early as last December. This test car exploits a route into eGT that allows a manufacturer to take an existing GT3 car and fit it with electric motors and a battery.

Bentley has confirmed the existence of the car, but so far not revealed any technical details and whether or not it has started testing. "It would be stupid if we hadn't done something like that," said Bentley motorsport boss Paul Williams. "We are part of the eGT working group, and we've done some desktop studies and some stuff in real-world hardware." Asked if the car had run on the track, Williams replied: "I wouldn't possibly be able to say."

It is known that the car is based on the first-generation Continental GT3 that raced

in the hands of the M-Sport factory team in 2013-17 (above). RML is a logical partner given its electric-vehicle experience: it developed the ZEOD RC hybrid that raced at Le Mans in the 'Garage 56' experimental slot in 2014, and also the track-only EP9 for Chinese marque NIO that briefly held the Nurburgring Nordschleife EV record.

Williams suggested that eGT does not "tick all the boxes" for Bentley for its next step in motorsport as its GT3 programme winds down. "Everything we are looking at has certain compromises, disadvantages as well as advantages," he explained. "Endurance racing is our heritage: that's what we love and what appeals to us as a brand."

Williams stated that eGT's 45-minute races don't represent endurance racing for a manufacturer that has won the Le Mans 24 Hours six times. "If there was a fully electric endurance option that is where we would probably be," he continued. "We are not overly convinced by any option right now to make us dive into a programme tomorrow."

He also ruled out a Formula E entry from Bentley: "It makes no sense for us. Just putting our name on a car doesn't do anything for the brand."

GARY WATKINS

IN THE HEADLINES

SPA MOURNS ITS CEO

The Spa circuit has been rocked by the death of its CEO Nathalie Maillet at the age of 51 in what has been reported as a double murder-suicide. Maillet's body was found by police in her Luxembourg home, alongside those of her husband and another woman, all three showing gunshot wounds. According to a statement issued by the public prosecutor, Maillet's husband is believed to have shot and killed both women before committing suicide. Circuit chairman Melchior Wathelet said: "Nathalie had become the face of the circuit, she embodied the passion for racing that we all share."

REMI LEAVES THE REGIE

Renault's F1 engine technical director Remi Taffin has left the company. Taffin, who joined the marque's F1 programme in 1999, departed at the start of July by 'mutual agreement', according to a spokeswoman for the Alpine team. It is understood that Renault intends to divide Taffin's former responsibilities among its current staff.

RIVETT FASTENS INTO FORD

Four-time Clio Cup UK champion Paul Rivett returned to the British Touring Car Championship at Knockhill last weekend in a Motorbase Performance Ford Focus. The 42-year-old will also contest the next event at Thruxton as a stand-in for Andy Neate, who is recovering from a bout of COVID-19. Rivett, who made his BTCC debut in 2020 with two outings in a Trade Price Cars Audi, had a best finish of 19th in Scotland.

McLAREN'S FOUSTIAN PACT

McLaren has recruited three-time US rallycross champion and famed stunt driver Tanner Foust for its entry to the Extreme E series in 2022. Meanwhile, New Zealand rally driver Emma Gilmour will stand in for Jamie Chadwick, who has clashing W Series commitments, at Veloce Racing for next week's Arctic round in Greenland.

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Suspended Vinales on the move

MOTOGP

Spanish MotoGP star Maverick Vinales began last weekend's Austrian Grand Prix weekend being suspended by Yamaha, and ended it with the announcement that he will join Aprilia for 2022.

The nine-time MotoGP race winner was withdrawn from last weekend's Red Bull Ring event for trying to blow up his Yamaha's engine during the preceding Styrian GP (below). He later apologised to Yamaha for his actions, blaming them on mounting frustration during the race and with his situation at the team. Across 2021, the relationship between both parties has deteriorated, with Vinales requesting

a termination of his current deal one year early at the end of 2021.

"It was a very big moment of frustration because the first part of the [Styrian] race had been perfect and I was starting the second part of the season well again," Vinales told Sky Italy. "Then it all went wrong and there was an explosion inside me that I couldn't channel properly. I apologise to Yamaha, because I rode in the wrong way in the last laps."

As Autosport went to press, it was unclear whether Vinales will race a Yamaha again in 2021. Should he be benched, Yamaha test rider Cal Crutchlow is expected to take over his bike.

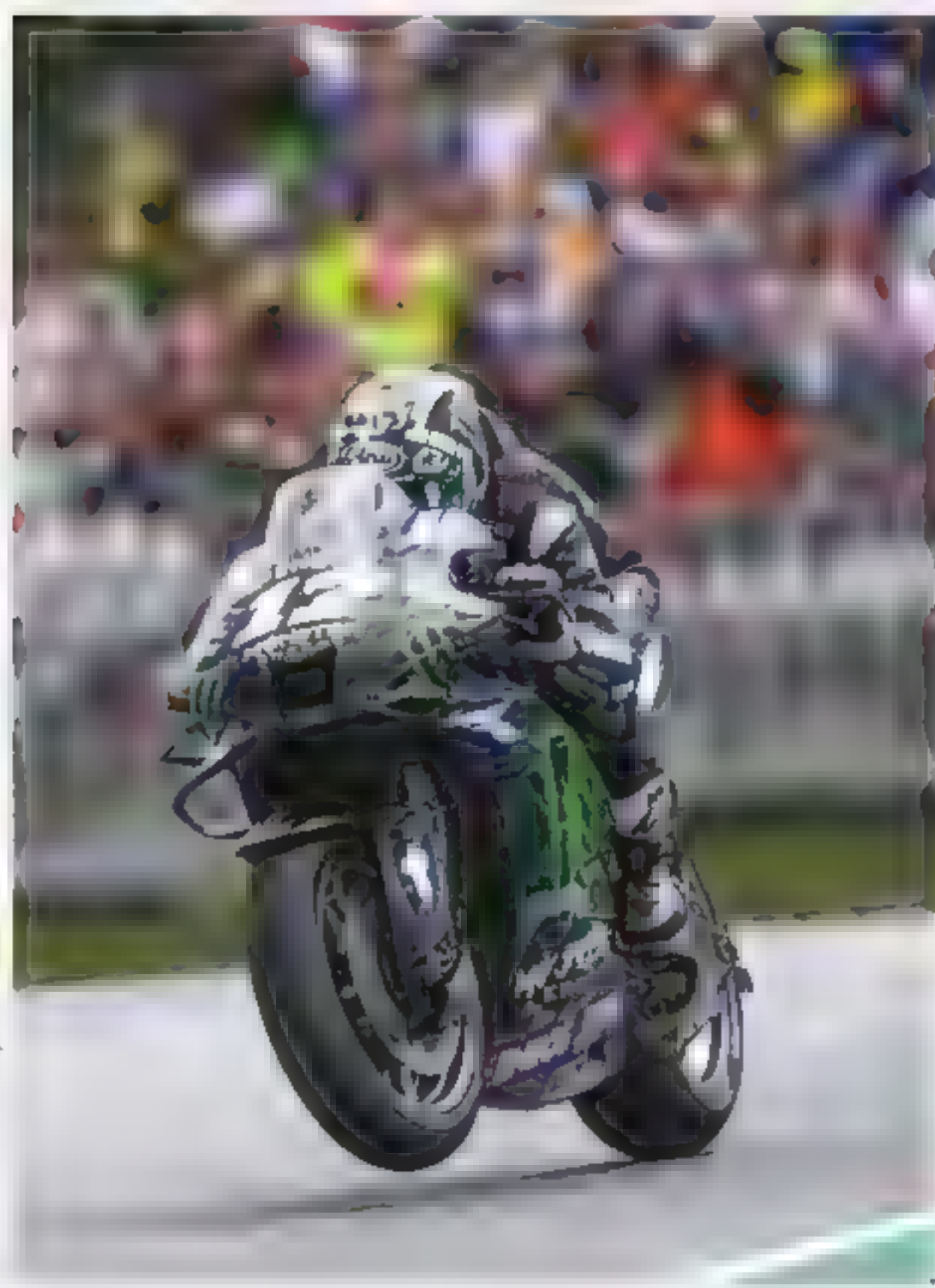
A number of riders came to Vinales's defence, with former Yamaha team-mate Valentino Rossi admitting that Vinales and Yamaha reconciling and seeing out the season would be "best for everyone".

Ahead of the announcement that he would be quitting Yamaha at the end of 2021, Vinales was strongly linked to Aprilia for 2022 – a move both parties denied at the time. But on Monday, Aprilia confirmed that it had agreed a one-year deal with Vinales, with an option to extend for 2023.

Vinales will partner Aleix Espargaro at the Italian marque next year – the pair were team-mates at Suzuki on its return to MotoGP in 2015 and 2016.

Vinales's Aprilia move all but shuts the door on Andrea Dovizioso's hopes of returning to MotoGP full-time in 2022. He took on a role as Aprilia test rider this year as part of his sabbatical following his ousting from Ducati.

LEWIS DUNCAN



PETRONAS CALLS TIME ON MOTOGP TEAM BACKING

MOTOGP

Malaysian oil giant Petronas will withdraw its title sponsorship of the Sepang Racing Team MotoGP squad at the end of the 2021 season.

SRT made its grand prix debut in 2015 in the Moto3 class, and since then has expanded into all three levels of the world championship. It made its MotoGP move in 2019 with Petronas backing and factory support from Yamaha.

SRT is heading for a complete restructure in the wake of Petronas's exit, with the team set to end its Moto2 and Moto3 efforts. The loss of financial support has also further complicated its 2022 rider search. Its preferred options – star Moto2 rookie Raul Fernandez and Valentino Rossi protege Marco Bezzecchi – have slipped through its fingers. Of its current incumbents, Franco Morbidelli is heading to the factory Yamaha team and Rossi (below) is retiring.

Current SRT Moto3 rider Darryn Binder, younger brother of Austrian GP winner Brad, looks set to make the leap directly to MotoGP. SRT's Moto2 racers, Xavi Vierge and Briton Jake Dixon, have also been linked with a berth.

It is also understood that SRT will switch from factory-backed Yamahas to two 'B-spec' M1s from the Japanese marque.

SRT will announce its plans for 2022 at next month's British Grand Prix.

LEWIS DUNCAN





Nyck de Vries's electric future

But as sparky as it looks, it might not be in Formula E. Is the series' first FIA world champion about to charge his way into a Williams Formula 1 seat?

MATT KEW

The departure of Felipe Massa after his two underwhelming seasons at Venturi Racing, combined with the CVs of 2021 rookies Jake Dennis, Nick Cassidy and Norman Nato, has helped quash the allegation that Formula E is a payday for crestfallen ex-Formula 1 drivers.

But aside from the exceptional cameo of Pierre Gasly, who was drafted in to replace fixture-tied Sebastien Buemi at Renault e.dams in New York City in 2017, there's yet to be a flow in the other direction. No bona fide FE driver has stepped up into a plum grand prix race seat.

But there have been near-misses. Aside from the host of current drivers who perform simulator roles at various F1 teams, Stoffel Vandoorne almost replaced Lewis Hamilton in Bahrain last season, the opportunity eventually falling to George Russell after the seven-time champion tested positive for COVID. Jean-Eric Vergne reckoned he fielded calls about an F1 return after his brace of electric titles, while Alexander Albon was extricated from a Nissan e.dams deal for 2018 when Helmut Marko picked up the phone.

But now there is the clearest chance yet for an FE driver to make the step up, with the series braced to lose its newly crowned first FIA world champion: Nyck de Vries. The title has been earned amid growing speculation that he will replace expected Mercedes signing Russell at Williams in 2022.

“De Vries and Vandoorne both deserve to be in F1, and I hope they can find their way back”

Mercedes FE team principal Ian James incidentally prophesied such a move when chatting to Autosport on the eve of pre-season testing in Valencia last November. The ever-cordial Marlow resident sincerely declared that the electric series was now at a stage in its life where it was ready to prepare engineers and drivers to smoothly make the transition.

People commenting on the subsequent story made it out to be a flight of fantasy. Yet here we are, nine months on, and James runs the very real risk of losing his prized asset.

Speaking to Autosport last month, Mercedes motorsport boss Toto Wolff said both de Vries and team-mate Vandoorne possess “the talent, the work ethic and the intelligence to be in F1. They both deserve to be in F1, and I would very much hope they can find their way back.” Make no mistake, de Vries has read those words.

Now that Mercedes is destined to quit FE at the end of 2022, de Vries faces increased stakes in his personal dilemma should a Williams contract land. He has won the electric title, and his future in the series is now uncertain. He might soon have to decide whether to walk away from the reigning champion team to join the lower-to-middle part of the F1 grid, such is the appeal of the top flight of motorsport.

De Vries, who first drove a mule FE car in the spring of 2014 through his connections with ART Grand Prix, hasn't had his F1 shot. The ex-McLaren junior was overlooked after his three years at Formula 2 level, with his eventual coronation in 2019 falling after a season in which 2018 F2 stars Russell, Albon and Lando Norris all landed F1 drives.

While he doesn't budge on the specifics of his own future, de Vries does acknowledge the kudos that either he or a peer stepping into F1 might bring to FE. “At the moment, it's just the other way around that obviously happened a lot [with F1 drivers moving into FE],” he says. “I think it shows the level of the competition, but it also shows that our motorsport world is acknowledging the competitiveness of [FE], and really valuing and rating the quality which is in it both with the teams and drivers.

“I think it would be a good sign if it happens. It's been great to hear that people talk about [his potential F1 future]. But apart from that, I'll wait and see what happens in the next couple of months and what my future will look like.”

In addition to the support from Wolff, de Vries is a good friend of team-mate Vandoorne. With the duo splitting the role of Mercedes F1 reserve driver, de Vries has been attending more and more races. The Benelux pair have, in de Vries's own words, a “great relationship”, live close by and travel to events together. In that time in transit, Vandoorne will have told de Vries of the pain he experienced from his two turbulent seasons at McLaren alongside two-time champion Fernando Alonso. That is something de Vries must now consider.

If the Williams move does come to fruition, F1 will gain a driver who has discovered a balance between aggression and control, someone who has intellect to spare. He's a near-complete package at FE level. De Vries adds: “Ultimately, in order to continue to open up doors, open up opportunities and continue my career successfully, I need to perform on track. That's where my focus is. That's what I will be continuing to try and do. And then I'm sure that I will, one way or another, be driving a car.”

For a racer who gets the chance to scratch their F1 itch, the lure is enormous and something de Vries must weigh up amid the context of his FE success with Mercedes. Something that now has a definite end point. ✽



Still life in the old dogs

IndyCar is all about the youth movement this year? Don't you believe it. Those with more years under their belts are mostly adapting well to a changing racing landscape

DAVID MALSHER-LOPEZ

It's been tiresome over the past couple of years to read or hear "experts" talking about IndyCar's next generation, youth movement or changing of the guard. It's been reason enough for even objective observers to shed their neutrality and cheer whenever drivers in their forties have prevailed this season. Scott Dixon in Texas race one, Helio Castroneves at the Indianapolis 500 and Will Power in last weekend's race on the IMS road course were classic examples of sage veterans blending speed and smarts to defeat pursuers half their age. And let's not forget that last year's title fight came down to a duel between Dixon and Josef Newgarden who, although only 30 now, was in his ninth season at this level.

Even so, those obsessed with twentysomethings have gathered plenty of ammo in 2021. Alex Palou (24) of Chip Ganassi Racing leads the championship, despite twice overcoming six-place grid penalties due to early engine changes. Following his Honda blow-up last Saturday, he'll suffer a third penalty this weekend at Gateway (this time, a nine-place drop because it's an oval), but still heads into the last four races with a 21-point advantage.

His closest pursuer is Arrow McLaren SP's Pato O'Ward (21) who, like Palou, is in only his second full IndyCar season and scored his first two wins this year. If O'Ward's style is more vigorous than Palou's, they share another quality, which is

"Dixon, Power and drivers in their early thirties will ensure the era overlap is far less stark"

wisdom beyond their years, much like Colton Herta (22), who is going to need Andretti Autosport to be less flaky if he is to have a real shot at the title in the next couple of years.

So, no question, you can put all three of these drivers' names up in lights: they're young and brilliant. But they – and Romain Grosjean (35-year-old F1 veteran), Rinus VeeKay (20-year-old who scored his first win this year), Marcus Ericsson (30-year-old F1 vet), Felix Rosenqvist (29) – have not replaced the old guys, but simply deepened the pool of talent... and changed the nature of the title battle.

"The teams are really close now," said one veteran just before the season started. "They have different strengths in different tracks, but the margins are so small that anything can flip things around – one mistake by a driver in quali, an engineer slightly

misjudging tyre pressures or a crew guy dropping a wheelnut in a pitstop. And that's even before you factor in luck – a bad yellow, wrong strategy, punctures...

"So it's probably going to be one of those seasons where no one wins more than three races, because there's going to be a ton of winners. The championship is going to go to whoever's the best at collecting top fives."

That guy must feel like Nostradamus now – 12 rounds in, we've had nine different winners. But that should not suggest that there has been any diminution in the powers of the veterans. The best of them have simply dug deeper, and will continue to do so, like old masters invariably do in any sport when faced with increasing competition.

For instance, Palou's smooth pace has highlighted the fact that Dixon is a messy qualifier, struggling to string his best sectors into one devastating lap. His last road/street course pole position was at Watkins Glen five years ago! But he's not worse at qualifying than he used to be, and he races as well as ever, too – he just has more people to get through because of the influx of new talent. And with four rounds to go, and around 200 points on offer, the reigning and six-time champ is still only 34 points off the lead. Who'd be foolish enough to bet against him taking a seventh crown?

Power, pole-taker *sans pareil* over the past dozen years, can also point to qualifying as central to his problems in 2021, albeit for different reasons than Dixon. The Penske driver's issues have been technical and mental. A fundamental set-up change within the team didn't suit his preferred driving style because it made the car less edgy, but he believes he has that situation resolved now.

Power's other issue, he admitted last weekend, was a need to recalibrate his approach to the first two segments of road/street course qualifying. He has tended to abandon laps if he makes what he regards as a significant error, in order to save grip to have a second stab – when in fact, had he pressed on, he'd have been quick enough to scrape through to the next stage. Striving for perfection is admirable, but if someone else spun or got in his way on Power's theoretically 'more perfect' second flyer, he didn't have a representative banker lap to fall back on.

So the tightness of the field has forced him to change – but in a way that has educated him and makes him stronger.

True, there are undoubtedly some series veterans whose future in IndyCar looks minimal thanks to the influx of not only youth, but also older drivers new to the series such as Grosjean. But Dixon, Power and drivers in their early thirties such as Newgarden, Alexander Rossi and Graham Rahal will ensure the era overlap is far less stark than some would have you believe. ✽

➔ P52 INDIANAPOLIS RACE REPORT



Preparing an Am for Le Mans

The 23-car GTE Am field promises to be one of the most open in this year's race, with the added jeopardy of managing the enthusiasm of amateur drivers to boot

MARCO SEEFRIED

I can't remember any year where there were so many cars as we have in the GTE Am class at Le Mans this year, and I have to say it's quite a competitive field. Nowadays some bronze-graded drivers are capable of lap times that some of the higher-rated drivers aren't able to beat, so for the rookies going up against such strong line-ups who have done it several times already is a tough challenge.

When I last raced at Le Mans in 2015, my team-mate Patrick Long had already made 11 starts, and this time I'm the one who has the most experience in my #18 Absolute Racing Porsche 911 RSR-19. It's a big mission for Alessio Picariello and I as the pros to get our bronze co-driver Andrew Haryanto feeling in the best way, sharing with him all the small details. And it's not just about coaching to gain performance either.

I remember a time when there were many slow punctures created by collecting too many of the small but sharp stones on the Mulsanne Straight. This has nothing to do with your performance, but if you end up with a slow puncture it can throw you out of the race when you have a lot of very competitive rivals.

I have to say I'm extremely impressed by Andrew's performances so far this year. At Spa for his first time in a GTE car, the conditions were not easy because we had very, very cold asphalt temperatures, and many Ams who had way

"I have a good feeling about the race, but we're not putting any expectations on it"

more experience than him had crashes. But Andrew managed really well, he is listening a lot to what Alessio and I are telling him and he can adapt quite quickly.

It was the same at Monza, where you try to have lower downforce to have good straightline speed. Andrew had a spin in the race that cost us some time, but I am sure that he learned from it. We were almost two laps down after the spin and at the end we finished just behind the sister car from Dempsey-Proton Racing, because we did many things in the right way.

Our main focus now is to get Andrew as consistent as possible, instead of squeezing every tenth, because we have already seen that he can do quite good lap times compared to other bronze drivers who have been doing this for a long time.

Having just completed two race weekends in the World

Endurance Championship so far, it's impressive what he is capable of doing and what he is showing. Monza showed us that if we do everything right at Le Mans, we can go there for a really strong result.

I have good feeling about the race, but we're not putting any expectations on it. We're definitely not saying, 'We should be aiming for a podium finish.' That would be the wrong mindset because this only gets the pressure up and once the pressure is so high, there is a really big chance mistakes will be made. We will try to do our best to drive smoothly, not do anything to get a penalty and, when we are 20 hours into the race, we can see what is possible or where we could end up.

It's hard to me to have a read on how it will turn out. The Ferraris have looked very strong in the WEC so far, but to me an important factor is that those line-ups who were strong in the early races of the season have worked together a lot already. For example, Christian Ried and Francois Perrodo are driving in the European Le Mans Series as well, so they had a lot of seat-time and a lot of time working together with the same team of engineers and co-drivers. This experience is an important factor in such a line-up, because the more you work together the better you know each other.

New combinations like the Herberth Motorsport Porsche with Robert Renauer, Ralf Bohn and Rolf Ineichen will have good pure speed, but it's the first time they will be driving all together in a GTE car, which is clearly a disadvantage.

Even before the Test Day last weekend, we started our prep to get Andrew ready for Le Mans, sharing some track notes. We were trying to take care that we didn't overload him, but he was requesting actively, 'Guys, where do I need to take extra attention?' That shows us that he is not only really keen to hit the track, but also to not fail.

We said to him, 'The spin in Monza was an important experience, but we have to skip that at Le Mans.' Andrew is really aware of it, he analysed why this happened and now knows how to avoid it. Of course, you can't really prepare a new driver for everything, such as how it feels driving at night through the Porsche Curves with the traffic coming up behind you and flashing the lights. The night practice sessions are highly on our radar to give him as much seat time as possible before we start the 24 Hours itself.

There will be many situations where we can fail, like for everybody, but I think we are quite aware of it and strategy-wise I can say we are really sorted. We run under Absolute Racing, which is new to Le Mans, but it's still within the Proton set-up and they are highly involved in it. That gives me good confidence for car #18 to go there and have a good one. 🏆

PICTURES OF THE WEEK

OPINION **PIT + PADDOCK**

No time to relax on this Spa break
The final stages of WRC Rally Ypres were held on the iconic Ardennes circuit – including Eau Rouge

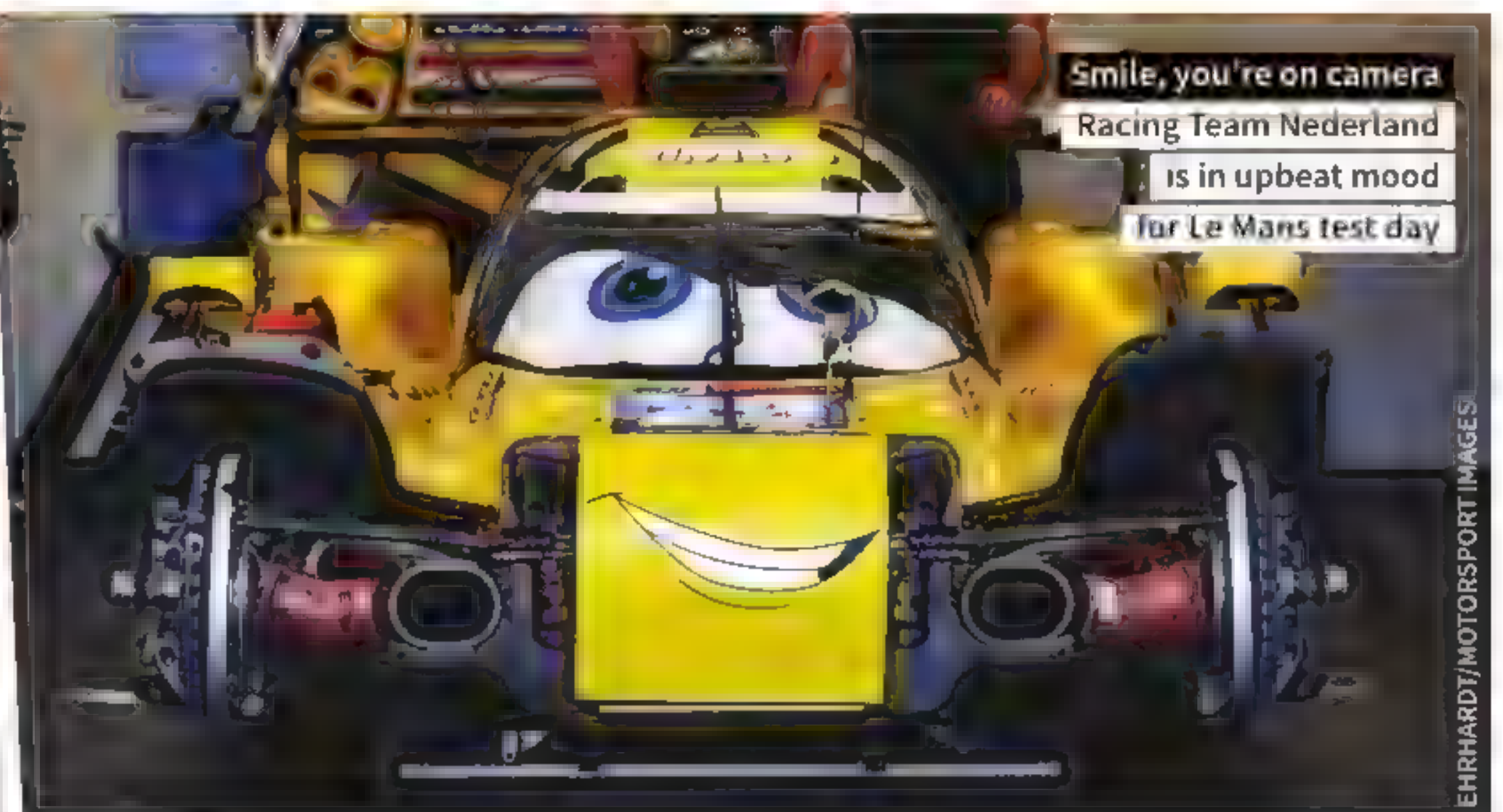
P34 RALLY PRES REPORT



Indy victor puckers up
AJ Allmendinger kisses the Yard of Bricks after his surprise NASCAR Cup win



Smile, you're on camera
Racing Team Nederland is in upbeat mood for Le Mans test day



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SCHUMACHER

Mick **SCHUMACHER**

“I PROBABLY
WOULDN'T BE
AN F1 DRIVER
IF I DIDN'T WANT
TO ACHIEVE THE
CHAMPIONSHIP”

Mick Schumacher carries one of the sport's most famous names at the back of the grid with Haas. But his junior titles have proved he deserves his place in F1 — most crucially to the man himself

ALEX KALINAUCKAS

PHOTOGRAPHY GRIFFITHS AND  **motorsport**
IMAGES





T

he upcoming Belgian Grand Prix is going to be very special for several Formula 1 drivers.

Alpine's Esteban Ocon will enter the paddock as a grand prix winner for the first time, while Lewis Hamilton will again arrive at a race track on the precipice of a remarkable statistical milestone, his 100th F1 win beckoning. The Mercedes driver's title rival, Max Verstappen, meanwhile, will be starting a run on familiar ground where he can expect huge local support.

But there's one driver who won't be returning from the summer break reflecting on victories past or those still to be claimed. The race at Spa means something very different to Mick Schumacher. Next week's event will be the Haas driver's first in F1 at the venue where, 30 years ago, his father made his famous championship bow for Jordan as a 22-year-old rookie, the same age Mick is now.

"Very little!" Schumacher quickly replies when asked how often he is questioned about his rookie season being the 30th anniversary of his father's debut. We're speaking three days ahead of last month's British GP, so we suspect questions on that theme might be heading Mick's way quite a bit more in the coming days, as F1 paddock personnel reconvene for the first of 12 planned races to close out his first year in the championship.

"I actually knew the moment that I signed [for Haas] that it will be 30 years," Schumacher says. "And it's actually crazy to think that he started exactly the same age that I am now. Obviously, it's a different time in this world. But still the nostalgia is there and I'm very happy about it."

F1 has, of course, changed massively in the three decades since 1991. Back then, in-season testing meant year-round experience-gathering in competition cars was possible, while the allowances for spare chassis and engines meant teams travelled in a very different way to how they do today. Now, the heavily restricted rules governing in-season preparation and development mean cars are more reliable than ever, but F1 pilots spend correspondingly much less time in their cockpits.

Ahead of his F1 race debut in Bahrain this year, Schumacher had just one-and-a-half days in the Haas VF-21, although his Ferrari link, which is still retained, meant he could sample Maranello's older machines for additional pre-season preparation. That went alongside the practice and test outings he completed for Haas in 2020, after a testing day each with Ferrari and Alfa Romeo the year before.

"A comparison is very difficult to talk about right now – to compare 1991 and now," he explains on the subject of how F1 has changed since his family name first appeared in the championship. "But still, if you think how quick these cars are today, the gaps are not as big as they were maybe in the past. So yeah, it's a very difficult question to answer. But it's still fun that it's 30 years exactly. On the day at Spa, it's going to be great and emotional racing."

When the F1 circus arrives in force in Belgium, it will reunite in line with the necessary protocols in place to allow the event to operate during the pandemic. These arrangements and the travel difficulties that accompany them have added an additional level of difficulty for F1 rookies, and also mean we're speaking to Schumacher outside and alongside the Haas motorhome in the Silverstone paddock – actually



In the footsteps of his father: Mick has sampled Michael's Ferrari legacy...



“IT’S FUN THAT IT’S 30 YEARS EXACTLY. ON THE DAY AT SPA, IT’S GOING TO BE EMOTIONAL RACING”

just past the bins. Here we find him energetic and charming, clearly relaxed and revelling in his place in motorsport’s top tier. And that’s also factoring in Haas’s poor position – it has the slowest car by a big margin (+3.085 seconds on average in Autosport’s supertimes calculations) behind pacesetter Red Bull.

Mick has already driven F1 machinery at Spa: his father’s 1994-championship-winning Benetton B194 in a demo run ahead of the 2017 Belgian GP. But the VF-21 will get nowhere near that machine’s pedigree or achievements, nor match the beauty of the Jordan 191 his father qualified seventh in 1991 and which Mick drove after this year’s British GP.

The VF-21 is so far off the 2021 pace for a specific reason: Haas is



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sacrificing any in-season development this year – team boss Guenther Steiner says it would be a “pointless” effort to maybe get on terms with Williams and Alfa – in order to use its resources for an attempted far bigger step with the 2022 rules reset. Haas is not alone in having big ambitions tied to the delayed regulation change, but its decision not to add any aerodynamic updates since round two at Imola (these were minor parts that weren’t ready in time for the season opener, after introducing small pieces of updated rear bodywork in line with the altered floor rules, plus nose and front-wing design tweaks, during testing) and choosing not to use its allotted tokens for development on the carryover cars from 2020 places it alone.

The result, in unison with the dearth of pace, is a package that is lacking on downforce, particularly at the rear. The VF-21 is therefore a difficult beast to tame, as evidenced by both Schumacher and teammate Nikita Mazepin having embarrassing offs in the season opener (Mazepin ended his F1 debut after just two corners). But how does that feel behind the wheel?

“You can imagine it so that basically it seems we have to work harder to get lap time out of the car,” explains Schumacher. “We have to push more; we have to be more on the edge. And the thing is with these cars, the limit, and being on the limit, is very small. If you’re over it, you will lose it very quickly. And if you’re under it, you’ll be very slow. So, it’s about finding that right margin. It seems like the biggest teams have a bigger margin in between so they have more room to play. But we knew that it was going to be a tough year for us. More so looking ahead to 2022, and that’s where we really will be able to ‘pick the cherries’; I think you say? Hopefully that will be the case, and hopefully we’ll do >>

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Gunther Steiner won't hold back on criticism



Schumacher has started to measure himself against talented George Russell in the Williams



Unlikely battle with Verstappen in Hungary was a good showcase

ANDRE

enough to consistently be able to fight in the points [next year]."

Mazepin's crash in Bahrain caused a safety-car period, with Schumacher spinning at the restart before getting his car pointing the right way again and having a lonely race to finish his first grand prix. But he at least started a trend that still holds of outqualifying Mazepin (in sessions they both enter), and he is yet to retire from a race.

At Imola, he made another poor mistake with a spin under the safety car that wiped off his front wing during the wet early laps, but he managed to recover to 'win' the intra-Haas scrap at the rear of the field. Then came what Schumacher picks as his best race so far in 2021: Portugal. "That was also the one where we applied the most pressure onto Nicholas [Latifi], who eventually made a mistake, and we got to get past him [Schumacher came home 17th, one spot and 3.0s ahead of the Williams]."

The following Spanish GP was another high point, mainly for Schumacher becoming the first Haas driver in 2021 to outqualify a rival — Latifi again — on merit. But the following event in Monaco returned the rookie to a tough and expensive place, as his FP3 crash meant he missed qualifying and did up to £500,000 worth of damage according

to Haas's estimations. But he had just set a time good enough for 14th place in practice, and he immediately muscled past Mazepin at the start of the race, where a fuel pick-up problem meant Schumacher was later ordered to let his team-mate back ahead.

The Azerbaijan chaos provided Haas with its best finishes of the season so far, until that was trumped by the drama in Hungary just before the summer break, and Schumacher took the team's best results in each case (13th in Azerbaijan, 12th in Hungary, albeit Mazepin was extremely unfortunate to be taken out in a pitlane crash not of his making in the latter). But while Schumacher showed enormous willing and daring in battling Verstappen's hobbled Red Bull hard during the early stages at the Hungaroring following the red flag, he had again

"MOSTLY I FEEL VERY COMFORTABLE IN THIS ENVIRONMENT, WHICH ALLOWS ME TO WORK FREELY"



Monaco shunt was costly for Haas, especially with the budget cap in mind

missed qualifying due to an FP3 crash — caught out by a gust of wind on tyres already crying enough in the high heat. Since this followed a Paul Ricard shunt, which actually sealed Schumacher's best qualifying result so far in F1 — 15th and a Q2 berth he never used — Steiner said such crashes were becoming "too frequent and too heavy".

"I think it's going quite OK," Schumacher says of his rookie campaign so far, which also includes flashes of strong pace en route to beating Mazepin in both Austrian races; a tough time in the tyre management race at Silverstone, where the Russian finished just ahead; and several clashes with his team-mate, such as their near-plane crash coming-together at the finish in Baku.

"I'm still very comfortable in the car, which is great. But also mostly I feel very comfortable in the environment that I'm in, which obviously allows me to work freely — to work the way I usually do. And I think >>

that also kind of represents our results sometimes. Obviously, we know where we are, so with a bit of luck, and with a bit of smart tactics, I think we've always managed get a bit ahead and outperform the car, which is very positive in our first year."

Steiner has been very open about 2021 being a year where both his drivers must concentrate on adapting to life in F1 and finding the required limit after graduating from Formula 2. After all, the unique nature of the current campaign — Haas may not be developing its car, but its rivals are also limited in this — essentially makes it a learning year to get up to speed before the rules reset. Even so, those crashes and clashes are extra-tricky to navigate in F1's new cost-cap era...

"There are not a lot of negatives," Steiner says of his team's start to 2021. "But if there are negatives, they need to be brought up as well. We cannot just live [saying], 'Oh, everything is good' until it's really bad. This is very competitive. And if you're not honest about things, you will never be successful."

This perhaps explains Steiner's comments in the aftermath of

"WE'VE ALWAYS MANAGED TO GET A BIT AHEAD AND OUTPERFORM THE CAR, WHICH IS VERY POSITIVE"

Schumacher's crash in Hungary, where Williams scooped up enough points that the 2021 'Class C' finishing order is in all likelihood now set for the remainder of the year. But the Haas boss also knows his young charges are dealing with a season like no other.

At the Styrian GP, Schumacher spoke of sitting "crooked" in the VF-21's cockpit since the season's start. This is actually because of his body shape and how he fits into the seat Haas initially produced — something he's also dealt with on his way up the junior ladder. The team made an altered seat in time for the Hungarian GP, but this was only possible because the event followed Silverstone, so there was enough time for Schumacher to visit Haas's Banbury base around the race weekend. Such trips have "definitely" been rarer than he would otherwise have liked thanks to the current travel restrictions.

"I would be there at least every two weeks, if not every week," he explains. "Obviously, it's a shame that we have to do everything on track [to gel as a team]. But, nonetheless, I feel that the work that we've done together, and also the communication and the feeling in the team, is very good. That makes me very happy, but also shows me the potential that we have. And also looking maybe towards next year, weeks and months ahead."

On the subject of 2022, Schumacher regularly references the building work he and Haas are undergoing that he hopes will bear fruit with the new-car package next year. But he admits "nothing is signed" for 2022, with his Ferrari contract meaning a three-way agreement is needed.



Schumacher is now
feeling comfortable
in his seat at Haas

HONE



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In all likelihood, however, Schumacher and Mazepin will continue their scrap next season (Steiner said after Silverstone that “there need to be a few t’s crossed and a few i’s dotted, and then we will get there” on a confirmed deal). The all-Haas battle at the back is one that the reigning F2 champion is so far winning 9-2 in qualifying, and in championship places (19-20). There have been other awkward moments, such as their near-collision while battling in France, and Mazepin has been making steady progress to close a gap that was regularly significant during the early races.

“In general you always want to beat your team-mate – I think that’s number one priority in the sport,” Schumacher replies when asked about his battle with Mazepin, and the difficulty of an all-rookie line-up meaning no benchmark comparison.

“For me, very early on in the season, I was putting myself into a position where I had different targets [apart from Mazepin]. So, if it was the beginning, maybe [that was] Nicholas, and it got to ‘I now measure myself maybe with George [Russell]’, trying to match his pace. And I think that’s really what has been giving me the opportunity to move ahead and also try and grow. Obviously, we are two rookies, but still we’re able to learn from each other. And hopefully, we’ll be able to next year fight with the guys in the top.

“The satisfaction is basically that we’re able to – even with a more difficult car, or maybe a car that isn’t as developed – at times fight with Williams. And I think that’s really what’s motivating me. And that’s also why I come in at work early and leave late, so I know that I’ve done everything possible to be able to allow us to be as close as we can.”

Schumacher is inevitably realistic when it comes to the goals all that effort is leading towards over the rest of 2021. Races like Hungary come about pretty rarely during an F1 season, with the similarly shambolic Baku event demonstrating how many big-hitters need to be impacted for the smaller squads to score. “I think that if we see at the end of the season that we’re – maybe not consistently – closer to Q2 in qualifying and closer to points, that will be a success for us,” Schumacher says. “Obviously, an amazing bonus would be to get points. But, again, it wouldn’t be a huge drama if we didn’t collect points, because we knew that it was going to be difficult this year.”

In terms of overall career goals, Schumacher’s answer is again inevitable – to become a world

champion – but his phrasing reveals something about his likeable personality: “I probably wouldn’t be a Formula 1 driver if I wouldn’t say I want to achieve the world championship. Obviously that’s the goal, that’s the dream,” he adds. “When? I can’t say...”

If Schumacher can reach such a point, he and Michael would become F1’s third father-son world champion duo – after Graham and Damon Hill, and Keke and Nico Rosberg. But Michael’s achievements alone trump the combined totals of those others. That’s why there’s so much intrigue as to how his son will fare in a championship where Michael wrote a legend unmatched, until Hamilton – his Mercedes replacement – began racking up titles and wins.

But Mick does not “feel any pressure whatsoever in terms of my surname”. That’s despite the fact it has inevitably added scrutiny of his results by observers unwilling to dig deeper – as it did during his rise up the junior ranks. Of that time, those who knew Schumacher during his successful run from starting out in Formula 4 in 2015 through to securing the European Formula 3 crown in 2018 to his F2 days, wonder how much he missed with the sad absence of his father to offer his enormous racing experience at crucial moments and likely aid his progression further.

We put this to Mick towards the end of our interview, and his answer reinforces the picture his words have built around F1’s latest new driver with a famous surname. That Mick Schumacher is fresh and engaging, that he’s going to do things his way while at the same time making use of every opportunity he can (such as his friendship with Sebastian Vettel, which led to the crooked seat revelation in the aftermath of their parc ferme inspection of the Haas in France). But also that this new

young star, who has impressed his team so far with his openness and flexibility on car set-up approaches, is forging his own story. One that, no matter how it ends or the heights it reaches, will sit alongside his father’s and not underneath it.

“I mean, I think that with the championships that I’ve won I showed that I have the potential to merit my way to Formula 1,” he concludes. “I think that’s really what’s key.

“And I think if I didn’t, I probably wouldn’t want to be in Formula 1, because I wouldn’t deserve it. That was key for me, that I also proved it to myself that I’m able to win championships and that I’m capable of winning with the same material as everybody else.”

Vettel friendship has already been useful



Michael SCHUMACHER



FROM DEBUT TO VICTORY: HIS FIRST 12 MONTHS

After his first F1 outing with Jordan, Michael Schumacher quickly leapt to Benetton. At Spa, 371 days after his debut at the same circuit, he became a grand prix winner

ADAM COOPER

PHOTOGRAPHY  **motorsport
IMAGES**

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ichael Schumacher first put himself on the Formula 1 map with his stunning qualifying performance on his debut with Jordan at the 1991 Belgian GP. But it was the rapid progress he made following his switch to Benetton that really signalled he was a potential world champion. Exactly 12 months after his first appearance, the 23-year-old German scored his maiden victory in a rain-affected race at Spa.

His first year at the top level remains one of the most spectacular logged by any driver in the modern era. Of course, Jacques Villeneuve in 1996 and Lewis Hamilton in 2007 both won races and challenged for the title in their rookie seasons, but they had the equipment with which to do so. Schumacher was usually battling with McLaren drivers Ayrton Senna and Gerhard Berger for the scraps left by the dominant Williams duo of Nigel Mansell and Riccardo Patrese, so the headline results were not as spectacular. But the talent was there for all to see.

In 1991, Schumacher was driving for Mercedes in sportscar racing, competing against the Jaguar XJR14 designed by Ross Brawn and fielded by Tom Walkinshaw's eponymous squad. Brawn and Walkinshaw were also at the heart of the Benetton team, which that year was running Nelson Piquet and Roberto Moreno. Mercedes

wanted to fast-track Schumacher into F1, and a one-off deal was brokered with Eddie Jordan for Spa. The newcomer stunned the paddock by qualifying an eye-catching seventh at a track he didn't know, only to retire with a driveshaft failure on the first lap.

The delighted Jordan thought he had an ongoing deal to run Schumacher, but the contract was not signed – and Benetton boss Walkinshaw soon pounced. "Of course we knew Michael very well from sportscar racing," Brawn recalls. "We hadn't quite anticipated him getting into F1 as quickly as he did. So that Jordan deal got done slightly before we got our act together. But once we saw that he was coming into F1, our wheels were in motion even before we saw him run. And Tom did a great job in sort of prising him out of there." >>





One down, 90 to go: Michael's first win was his 18th grand prix, a year on from his debut

Indeed, after a legal tussle, Schumacher became a Benetton driver by the next race at Monza, and Moreno had been unceremoniously kicked out. "You start building a relationship," says Brawn. "It was the first time we'd worked with him, and he was in this new environment. But he took to it like a duck to water. I think Nelson kicked up a fuss because he could see the problem he had. There was this young kid who was immediately giving him aggravation, whereas his mate Moreno was all nicely under control."

From the start Schumacher impressed his new team – and the veteran Piquet. "He was clearly very fast straight away," remembers performance engineer Christian Silk. "The two Lesmos were very quick in those days. I was looking at the data between the two cars. And I said to Nelson after the session, 'Michael is 10km/h faster than you through the second Lesmo,' and Nelson said, 'Yeah, but I've got a wife and children, and Michael hasn't...'

"That just about summed it up. Nelson was an old hand and was keeping something in his pocket all the time, whereas Michael was young and hungry, and was just stunningly quick straight away. He had some processing power left over to actually record to his hard drive what the car was doing, so he could come in and say to you, 'It's understeering there, it's oversteering there.' And I think obviously that was a great strength."

Schumacher made rapid progress, finishing fifth at Monza and then sixth in both Portugal and Spain. At Suzuka he had a huge qualifying crash, receiving a back injury that would trouble him for years to come. "Michael had got a bad back," says Silk. "So we'd be careful with his seat and work with him and come up with a solution that worked for him. Some drivers will go, 'I've got an ache here,' and use it as an excuse. But it was never an excuse, he never played that card. It was just, 'I've got a bad back, we need to work on the seat, we'll get it sorted.' He was a really correct person."

Schumacher's initial five-race stint with Benetton at the end of 1991 ended with retirements in Japan and Australia, but the team already knew it had made an inspired call. "He came very polished," says Brawn. "He was very fit; fitness was never even a consideration. So Mercedes did a great job of preparing him. We could see he was very special. And you see all the signs, you see how they use the fuel, how they use the engine, how calm they are. Certainly with us he never got rattled. He might have got a bit upset out on the track with other drivers, but he generally wasn't emotional. I think it was clear from day one that he was going to be very special."



Heading into his first full season with the team in 1992, Schumacher had a new engineer in Pat Symonds, who returned to the camp after a spell away working on the aborted Reynard F1 project. "It was quite

interesting, because Michael had got a lot of hype," Symonds reflects. "He was quite cocky, and I was confident in my ability. So we had to sort of spar a little bit to sort things out. It stands out in my mind very, very clearly how that came about."

"During the pre-season test in South Africa the car was handling pretty well, and we were quite competitive. But Michael was really uncomfortable in the quick corner, and the car was jumping into oversteer. And he was trying to engineer it, saying, 'It's aerodynamic, you've got to take off a bit of front wing.' But I absolutely knew what was happening: it was just rolling into the bump rubber. And I said, 'No, we're gonna fit a stiffer rear rollbar, because you're not happy with the understeer in the slow corners anyway.' And he said, 'No, no, no, that's wrong.' I said, 'Look, this is what we're going to do.'

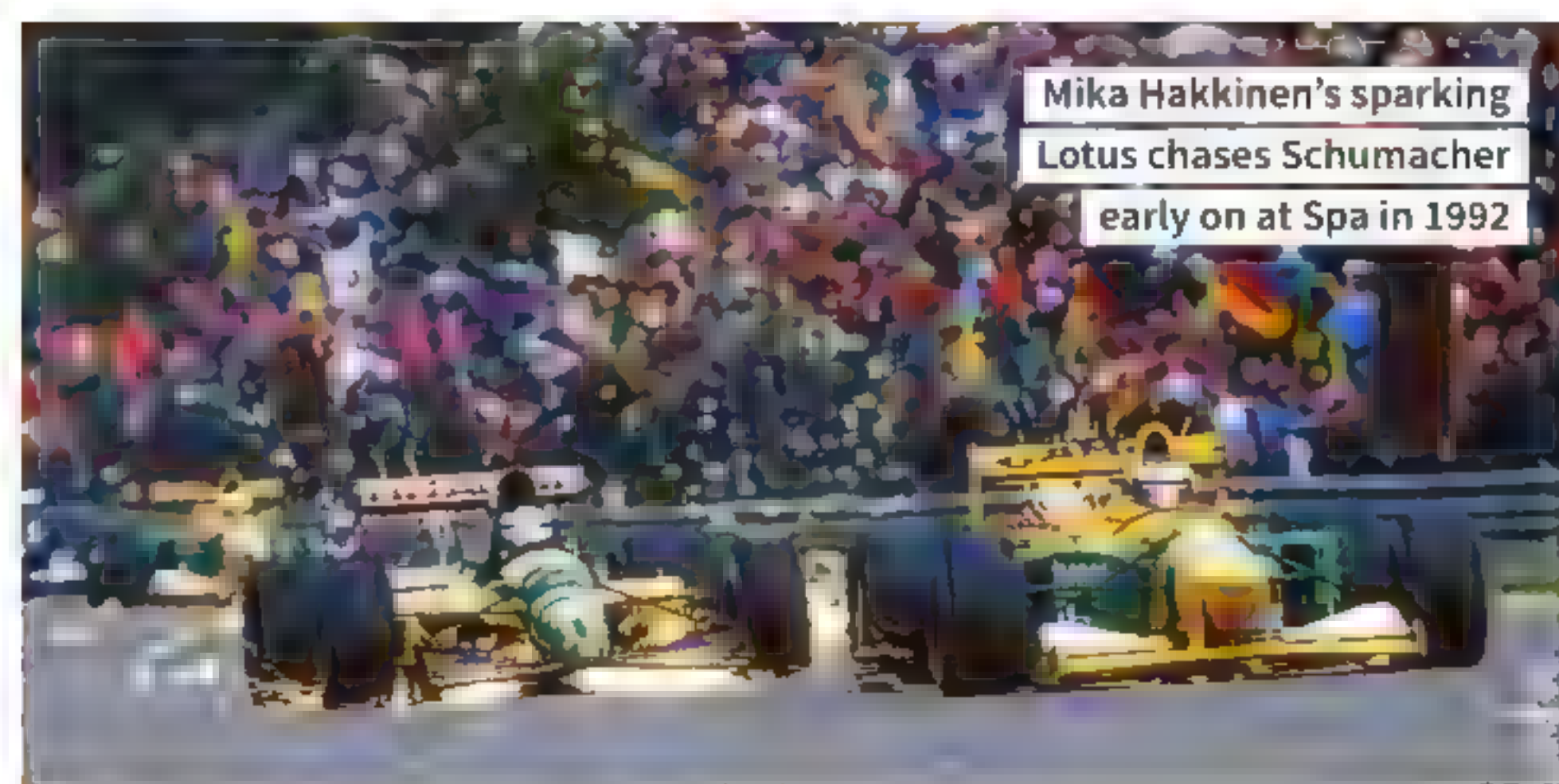
"And he went out and came back and said, 'The car is now perfect.' And it was a real turning point. He trusted me. And from that point on, we just had such a good working relationship that just developed and developed during the year until we almost didn't need to say anything, because we were just thinking along the same lines. One thing I really did appreciate was that he had an amazing training by Mercedes. Driving sportscars is a really good training ground anyway; it teaches you the mechanical sympathy, but they did so much more."



Ross Brawn had spotted Schumacher's potential before he got to Benetton



Martin Brundle proved a strong team-mate – especially with hindsight



Mika Häkkinen's sparking Lotus chases Schumacher early on at Spa in 1992

Schumacher kicked off the 1992 season with a fourth place at Kyalami, and followed up with thirds in Mexico and Brazil, all achieved with the previous year's car. After the new B192 arrived he earned a superb second in Spain. A crash at Imola was a rare setback, but generally his progress was spectacular. "I think you could see it, because there were a lot of things that Michael was doing that now we take for granted that were quite new then," says Symonds. "What really let Senna down in his early days was he was so unfit. He couldn't perform at a high level through a race, whereas Michael was unbelievable, he knew that fitness was lap time."

"Michael was a very intelligent guy, and I've always said that no matter what Michael had chosen as a career, he would have been very successful at it, because the whole way he approached everything was exemplary. He had the attention to detail, he had the incredible recall, he had a very open mind. An example of that was in those days we had that ridiculous Sunday warm-up, an absolute nightmare. But what I quite liked about Michael was we'd work and work and work on the car, even through qualifying, a rollbar here, a spring there, whatever it might be. And we'd just try and improve the car. When we got to Sunday morning we'd say, 'Right, that's it, that's the car you've got. Now you work on it.' And he would spend the warm-up just investigating how to go quicker."

As 1992 progressed, a healthy rivalry was established with Schumacher's new team-mate Martin Brundle, who pushed him hard. "When I look back at my career, one of my regrets is I didn't realise how bloody good Martin Brundle was," Symonds admits. "He was a guy who in F3 could race Senna, and in F1 could actually race Michael. You take somewhere like Montreal, Michael finished second there, but Martin had overtaken him before the bolts in the crown wheel failed. People say Michael had the team around him. Yes, he did have the team around him, but he also had a bloody competitive team-mate."

Schumacher continued to log good points, including another third at his home race in Germany. Then in late August came Spa, and the first anniversary of his debut. The race was impacted by rain, and it came down to a crucial decision to switch back to slicks. Mansell and Williams got it wrong, but Schumacher timed the call perfectly, having observed the state of his own team-mate's tyres.

"It was a special race, it definitely was," says Symonds. "But again,

"IT WASN'T SO MUCH HIS SPEED OR THE CAR SPEED THAT WON HIM THE RACE. IT WAS HIS INTELLIGENCE"

what it shows was his intelligence. He made a mistake, and Martin was right behind him and went past. Rather than get all flustered about his mistake – 'I lost place to my team-mate' – as some would, he was just, 'OK, I'm behind him, look at his tyres, it's time to change.' And that's what won him the race. On that day, it wasn't so much his speed or the car speed that won him the race, it was his intelligence."

"Michael always had this spare capacity from the very first day," says Brawn. "Even though he was a rookie he had that spare capacity to be thinking and seeing things and observing things. And that first race win came because of his perception of what was happening with Martin's tyres in front of him. Had Martin jumped in the pits that day, it could have been his first race win, but there you go. That's how it works."

Schumacher would later add further podiums in Italy and Australia, eventually finishing third in the 1992 championship behind Williams duo Mansell and Patrese. Indeed, he was just three points behind the Italian – and also three ahead of Senna.

So did the Benetton team know then that world championship success was just a couple of years away? "It's easy to answer those sort of questions arrogantly and say, 'Yeah, of course I knew,'" says Symonds. "But you never do know, because there are so many things that have to align. And above all, it's a team sport, you have to be in the right place at the right time."

"So I'm not going to say in '92 I knew he was going to be a world champion, but the fact is that when someone wins their first race in their first season, you probably do think that – they do something that makes you think, 'Yeah, he's going places.'"

"It can go wrong from there, but with Michael it actually went the other way. We just got the things together. He was still improving through '92 and '93, and in '94 we gave him the equipment to show what he could do with it." ❦

Michael's
JORDAN 191
**GREEN SHOOTS OF A
LEGENDARY F1 LIFE**

Michael Schumacher's 1991 Belgian GP appearance was his only outing in the Jordan 191, but it was enough. Time for a Sky Sports pundit and racer to take a step back three decades

KARUN CHANDHOK

PHOTOGRAPHY JEP



Is this the
best-looking F1 car
ever? It's on the list for
Karun Chandhok and
for many others.



Mick and Karun with the Jordan 191 at Silverstone, 30 years on from Michael's first F1 run



T

hirty years ago, the great Michael Schumacher arrived in Formula 1 and created waves on his debut at the Belgian Grand Prix that very few drivers have done before or since. It was an extraordinarily impactful weekend, especially when you consider that he only competed in two corners of the race before parking up on the side of the track, but the headlines had been made over the previous two days.

In his first F1 qualifying session, in a midfield car in which he had done half a day of testing, at a track he had never raced at, Schumacher ended up seventh fastest. Just pause to think about that for a second in comparison to the variety of race debuts we've seen over the years, full of caveats of 'give them time to learn' about F1 or a different team or car.

To commemorate the anniversary of Schumacher's explosion onto the F1 scene, I went on the hunt for a Jordan 191 that was a runner. Over the years, several cars have popped up at exhibitions and museums, but it took a bit of digging to find one that actually had a running engine in it. Thanks to the ever-resourceful James Hanson at Speedmaster, the Sky Sports F1 team and I managed to get our hands on what seems to be the only running Jordan 191 currently on the planet. This particular chassis had been driven by Michael in free practice at Spa before being raced by Andrea de Cesaris, who famously nearly passed Ayrton Senna for the lead before the engine went pop.

The next step was to see if Mick Schumacher would like to share the experience with me, which frankly was an easy sell. To complete the story, I thought it would be nice to dig out the black book and find

some of the key people who were at the South circuit at Silverstone when Michael drove an F1 car for the first time, and who also worked with him over that infamous Spa weekend.

Fortunately, Gary Anderson, the team's technical director, Trevor Foster who was Michael's race engineer, Ian Phillips who was their chief commercial guru and also Eddie Jordan's right-hand man, as well as Andy Stevenson who was the mechanic on Michael's car, were all kind enough to agree to join our reunion at Silverstone.

"MICK SEEMED QUITE EMOTIONAL AS WE WALKED AROUND, TAKING IN JUST HOW SMALL THE CAR SEEMED"

It was a glorious sunny day as we walked into the garage to see that iconic 7Up livery across the beautiful 191. I've always said that in terms of aesthetics, on average the 1991 season featured the best-looking F1 cars of all time, and the Jordan was certainly one of the most attractive on the grid.

Mick seemed quite emotional as we walked around the car, taking in just how small it seemed compared to the 2021 beast parked next door. The simple flowing lines are a far cry from the modern cars full of aero flick-ups and bargeboards made up of 50 different little appendages. The blown diffuser actually looks similar to the concepts shown for



From top left: Ian Phillips, Trevor Foster, Andy Stevenson, Gary Anderson and Schumacher



the 2022 car and the straightforward mono shock front suspension is another reminder of how much suspension design has changed in the complex modern world of interconnected suspensions.

In the cockpit the first two things that strike home are the lack of buttons on the steering wheel and the H-pattern gearbox. Fortunately, with the range of F1 cars I've driven over the years, I'm pretty familiar with H-pattern gearboxes and was also the last generation to race it in Formula 3. Mick, on the other hand, had never driven a race car with such a 'box, so this was going to be a bit of an adventure for him!

Before we got down to the business of driving, we spent some time

with the former Jordan guys reliving the remarkable week that Michael spent as a Jordan driver. The guys recounted stories of just how unfazed and fast Michael was from his very first lap in an F1 car, how methodical his thought process was, how quickly he integrated with the team, and how inquisitive he was about what he needed to do to go quicker. I was hanging on every word and got goosebumps just listening to the guys speak, so I can't even imagine what it must have been like for Mick to hear these tales about his father.

As we got the car ready to go with Mick in it, Sebastian Vettel popped down to have a look at his hero's first F1 car. Seb's a proper >>



racing fan who is building a nice collection of iconic F1 cars himself. It was nice to just spend some time chatting about the cars from the 1990s, which was the era in which people of the age of Seb and I fell in love with F1. He was also quite amused to hear that Mick had never driven an H-pattern car before, which reminded us how much younger than us he is!

Mick really enjoyed the driving experience once he started to get some temperature into the brakes and tyres and also got his head around the gearbox. He's now driven a few of Michael's cars, but I got the impression that it was still quite an emotional experience for him to be there in the same cockpit and holding the same steering wheel and gear lever as his father did for the very first time in F1 and at the very same venue.

My personal treat for pulling this day together was, of course, my

chance to drive the car. I have a model of the 191 in my office and it's always been a car on my bucket list. The cockpit itself is typical of cars from that era – narrow and just about comfortable enough to drive for a two-hour grand prix. I do wonder if those cars were made just a couple of inches wider, whether the performance loss in aero would be offset by the gains the drivers could make by being more comfortable.

As I headed out on track, the first thing that impressed me was the engine. Jordan had the Ford HB engine, which was similar to what the works Benettons had in 1991, and was more powerful

“MORE THAN ANYTHING, DRIVING SUCH CARS REMINDS ME WHY THIS IS MY FAVOURITE ERA OF F1”

than most of the other customer teams' units. I have driven the benchmark Renault V10s from that era pretty extensively and, while the Ford had relatively less power than the mighty French motor, in absolute terms, 625bhp in a car that weighs only 505kg (without the driver) meant it had plenty of grunt.

The engine's driveability was superb, with the torque being delivered from quite low down in the rev range and with no real dips in the power curve. I remember with the Renaults, the power band was actually quite small and you did have to keep it reasonably high up in the revs, whereas with the Ford, even from low rpm accelerating out of the slow hairpins at the Loop or Club, the torque delivery was impressive. The engine note at just under 11,000rpm when you have to change gear is a wonderful raspy growl that sounds just as good inside the car as it does when you're watching at the side of the track.



The chassis was beautifully balanced and, once I built up some speed and got the temperature into the brakes and tyres, I really started to enjoy driving the car. The monoshock stiff front end made the turn-in response very positive but, because of the way the rear floor and diffuser worked, the rear of the car always felt very stable at high speed. Through corners like Copse and the Becketts complex, while it of course lacked the ultimate performance of the active suspension-aided Williams FW14B that I drove through these corners a couple of years ago, the car was very confidence-inspiring and had an elasticity that allowed you to catch a slide even if it did get slightly out of line.

The stability under braking and traction was excellent, something that you would expect from a car with a stiff front end. We have to remember that as much as cars have evolved over the past three decades, so have race tracks. The drivers back in 1991 had bumpier circuits with bigger kerbs, so having a car that was stable under braking or when they got on the throttle would have been very useful for their overall lap time. Somehow, despite the monoshock front end, the way the suspension is designed still meant that it had pretty decent compliance over the kerbs, which surprised me.

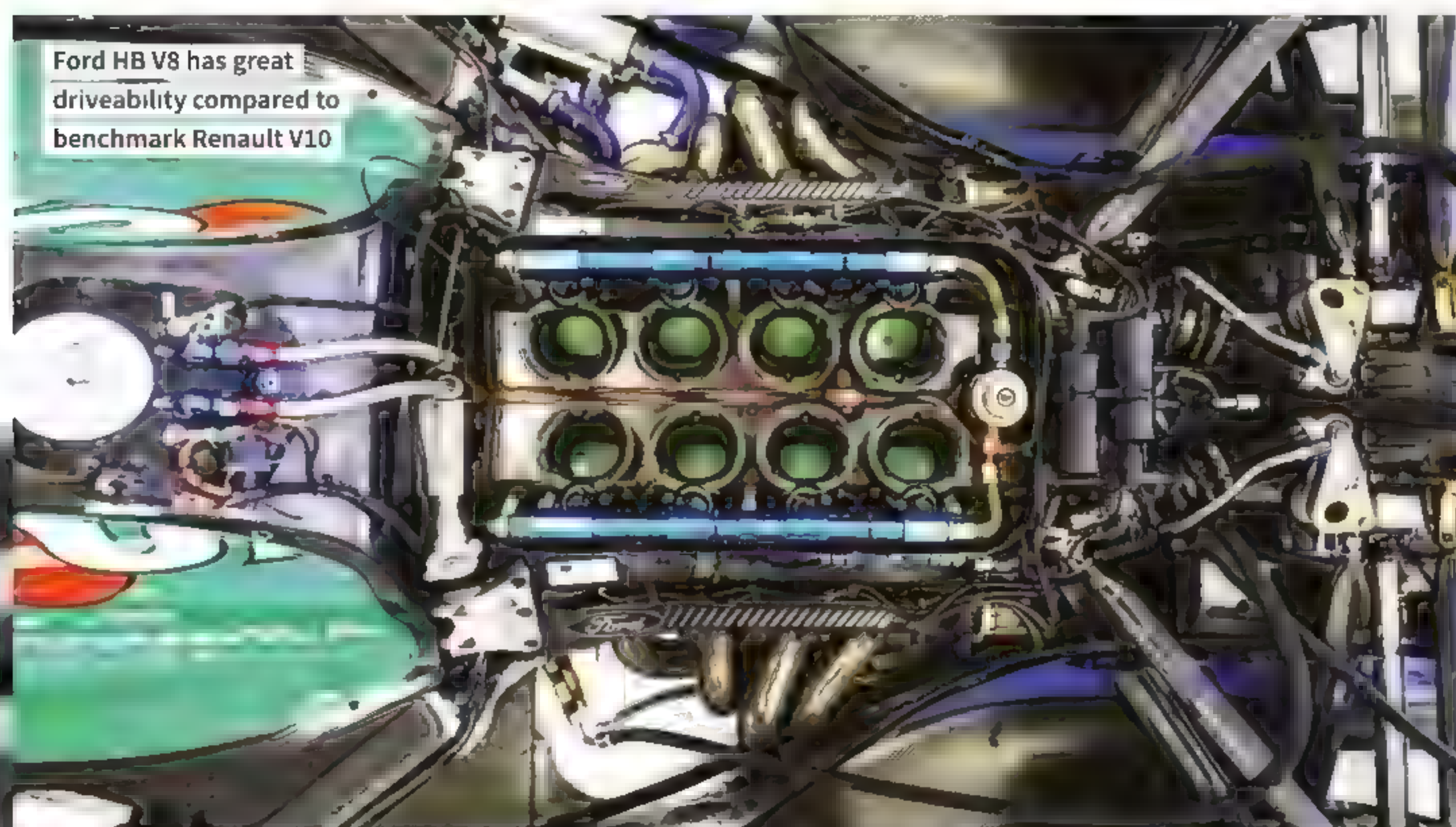
I was massively impressed with the braking performance and it was one of the main things that Mick commented on as well. It took a

couple of laps to generate the right temperature in the brakes but, once they were in the window, the deceleration was very good. I suspect that trying to stop a car that weighs 170kg less than a current 2021 car probably plays a significant factor in this.

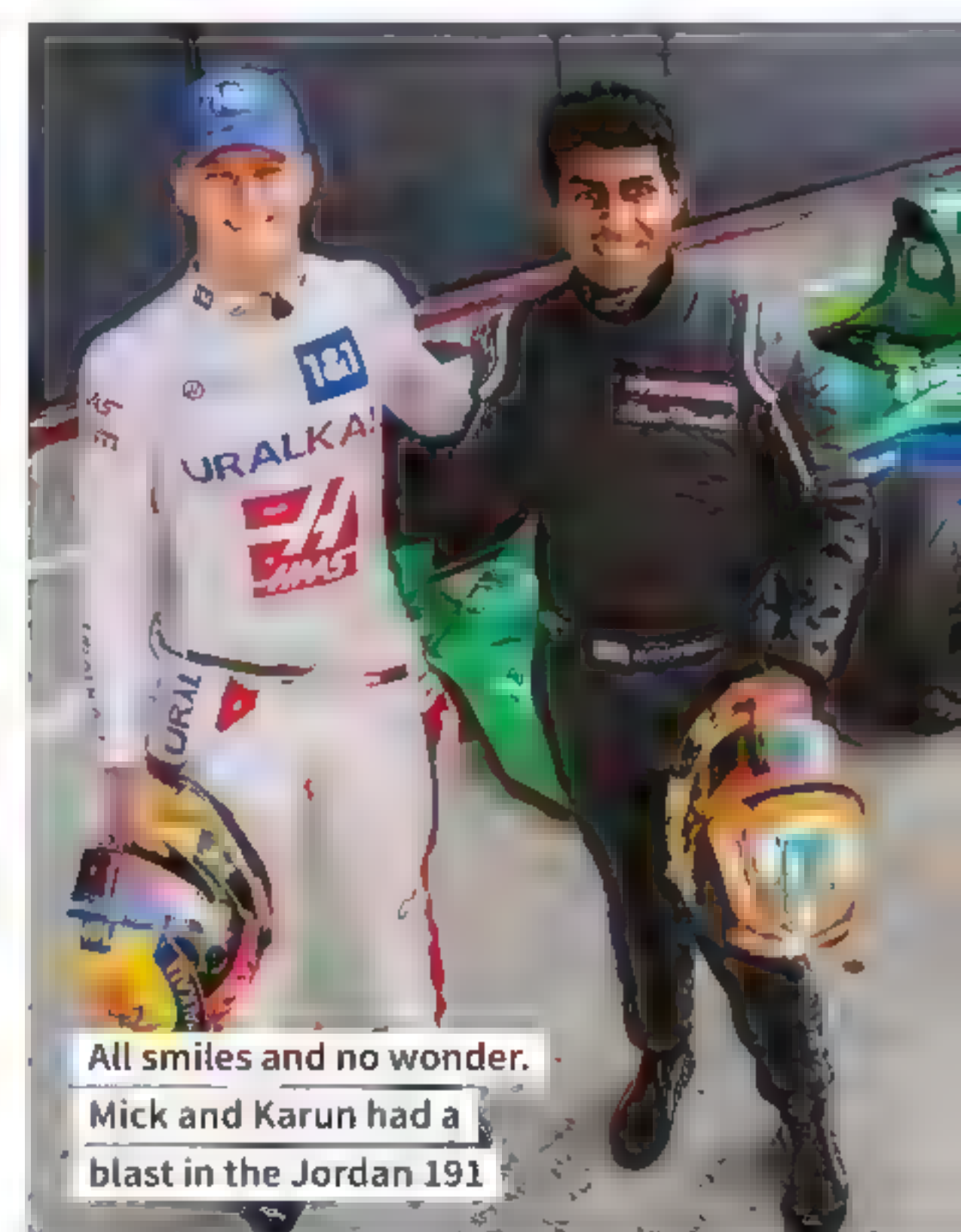
Compared with the Williams FW13B, which was the last manual-gearbox Williams from 1990, the actual gate was much wider and easier to use in the Jordan. With the 13B, the amount the actual gear lever moves from left to right across the gate is very narrow and until you get fully used to it, like Thierry Boutsen or Riccardo Patrese would have done back in the day, you're always a little bit nervous of going from fourth to third gear by mistake when looking for fifth.

In the Jordan, the lever moves around more, which actually helps. Going from fifth to sixth gear is a little bit tricky with the lack of elbow room – you have to remember to twist your arm the other way and pull down, much like a backhand grip on a tennis racket. As always, getting some good blips done on the downshifts definitely helps to stabilise the rear axle but it's all very user-friendly.

More than anything else, driving cars such as the Jordan 191 reminds me why this is my favourite era of F1. The cars were very quick and powerful and also had a good amount of downforce and grip. Crucially they were light, which made them reactive and agile in a way that the sport has somehow forgotten with all the rule changes in the hybrid



Ford HB V8 has great driveability compared to benchmark Renault V10



All smiles and no wonder. Mick and Karun had a blast in the Jordan 191



era. The cars for 2022 are getting heavier again and it's just a topic that the rulemakers seem to largely ignore these days under the guise of 'it's the same for everyone'. Colin Chapman would not be impressed.

The main thing that Mick and I really enjoyed from the day was that it felt like a very pure driving experience. Every input you make as a driver creates a very direct reaction from the car. In the modern cars with power steering, fly-by-wire throttle, electronic brake-balancing, complex hybrid power units with energy management systems, everything you do with your hands and feet is filtered by the computers before actually translating to what the car is asked to do on the asphalt.

In the Jordan, with the lack of power steering and electronic braking, a simple throttle cable and a manual gearbox, you really feel like you are driving the car in the purest sense and that was incredibly satisfying. It's the same reason why I have much more fun driving my 22-year-old Mini Cooper than my modern car fitted with all the latest and greatest gizmos.

A wonderful day in a wonderful car, celebrating one of the great legends of our sport. 🏆

For more on Chandhok's day in the Jordan 191, look out for Sky Sports F1's special feature during its 2021 Belgian GP coverage.

RACE CENTRE

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Thierry
Neuville broke
his drought with a
home win as Ypres
joined the WRC
schedule



Home hero Neuville's Hyundai redemption

The bespectacled WRC nearly-man was the fastest Walloon in a saloon on Rally Ypres. And no one could stop him as he ended a losing streak

TOM HOWARD

PHOTOGRAPHY MCKLEIN



Recent World Rally Championship events have resembled the hit movie *Groundhog Day* for Hyundai; a constantly recurring theme of bright starts only for disaster to unfold. But in Belgium, for once, everything went to script for Thierry Neuville and Hyundai.

Local heroes Neuville and co-driver Martijn Wydaeghe produced an Ypres Rally masterclass to record a memorable WRC win on the event's championship debut. It was Neuville's first victory since the 2020 Monte Carlo Rally, and Hyundai ended its drought in style as Craig Breen completed a 1-2.

Pressure had been mounting on a Hyundai squad without a win since Ott Tanak's triumph at February's Arctic Rally Finland. To make matters worse, reliability woes and misfortune had kiboshed likely victories in the previous four rallies in Portugal, Italy, Kenya and Estonia, allowing rival Toyota to gallop into a healthy lead in both the drivers' and manufacturers' championships. In a bid to end its run of poor form, Hyundai adopted an even more thorough "no stone left unturned" preparation, according to team boss Andrea Adamo. Even Neuville elected to use an extra pre-event test day to ensure he'd done his homework on roads he knows well.

If anything, it only added to the pressure to deliver, Hyundai equipped with Ypres specialists and former event winners Neuville and Breen. Both were armed with expert knowledge of the region's famous narrow, fast, country asphalt roads lined by perilously deep ditches, and punctuated by tight junctions. "To be here is nice, we have drivers that have won the event in the past, but *mamma mia* it's a lot of pressure," said Adamo. Neuville knew he had an advantage up his sleeve, stating: "If I can benefit from that I should have the upper hand. I know what is our target and what to do."

Such was the premium on experience of Ypres's unpredictable varying-grip-level roads, even seven-time champion and points leader Sebastien Ogier sought advice from an unlikely Ypres specialist in the form of ex-factory Citroen driver Stephane Lefebvre. The 53-time WRC rally winner had his

concerns — punctures were a "high risk" according to the Frenchman after seeing the cuts on recce he predicted would wreak havoc with the new-for-2021 Pirelli tyres.

The theory that Ypres is a specialist event where experience is king was rammed home by the end of the opening day as crews ventured out of the service park in the centre of historic Ypres. Hyundai once again came out of the blocks fast, but it wasn't the home hero at the top of the timesheets. Tanak won the opening stage, while Breen took the next two, but Neuville was second in all three after helping clean the muddy roads.

It wasn't long before he struck to win stage four, the victory arriving despite an issue with a key piece of apparatus — his glasses. "I was fighting like hell with my glasses — they

were slipping all the time!" said Neuville. "I need to correct that for the next stage."

It would prove to be a drama-filled stage as Ogier's puncture prediction came true, costing him time. "We knew it, we don't have tyres strong enough for the WRC, it's a lottery," he said. But it was M-Sport Ford's Adrien Fourmaux who found out how hard the stages can bite. The rising star misjudged the grip on a high-speed left hander and ran wide into a ditch, which triggered a violent series of pirouettes, inflicting heavy damage on his Fiesta.

It was game over for the Frenchman, who had won many fans for his efforts to raise money for Belgians affected by the recent floods that have ravaged parts of the country. "I had it in my pace notes as a flat corner," said Fourmaux. "But there was some dirt and we oversteered a bit and then we hit something in a ditch. It was over." M-Sport's day was further compounded when Gus Greensmith became stranded in a ditch after sliding off the road on cold tyres, 200 metres into stage four. He would return to action on Saturday under restart rules.

Neuville hit his stride in the afternoon to sweep the next three stages, which wrapped up the opening day, with organisers forced to cancel the leg's last test due to concerns over spectator safety. Although disappointed to miss out on the stage, Neuville could tick off day one of his plan with a 7.6s lead over Breen, while Tanak completed a 1-2-3 for Hyundai. "At the end we were able to get it





Breen guns it through
Spa's La Source hairpin
on his way to second

“I had it in my pace notes as a flat corner. But there was some dirt and we oversteered”

up to seven seconds which is not too bad,” said Neuville. “It was probably a good decision [to cancel the stage] but I was waiting for that stage, I like that stage.”

By contrast, Toyota struggled for pace, with Kalle Rovanpera the best of the rest and 32.6s adrift, but ahead of Elfyn Evans, Ogier and Takamoto Katsuta. There was plenty of work to do for Jari-Matti Latvala's team.

Saturday started with a bang – quite literally for one of Tanak's tyres, as the Estonian suffered a puncture, and that all too familiar sinking feeling was back. He lost three minutes changing the wheel, effectively ending his podium hopes. He rejoined ahead of second-placed Breen, next on the road, holding the Irishman up until Hyundai relayed a message to Tanak to let Breen through. A frustrated Breen still went on to win the stage and close to 4.8s off leader Neuville. “I'd be interested to hear what he would say if I held him up for that long,” said Breen. “He physically wasn't in front of me for a long time, but he was >>

NEUVILLE KNOCKS THEM FOR 1CKX



Belgian hero 1ckx leant
support to Neuville...

Among the swathe of Belgians urging Thierry Neuville on was arguably the nation's most famous driver: six-time Le Mans 24 Hours winner Jacky 1ckx.

It was perhaps fitting that the eight-time grand prix winner and 1983 Dakar Rally victor was on hand to deliver the trophy to Neuville on arguably his proudest moment to date – in front of a vociferous crowd at Spa-Francorchamps. The 76-year-old had been closely following the rally, and sent the Hyundai driver messages of support throughout the event.

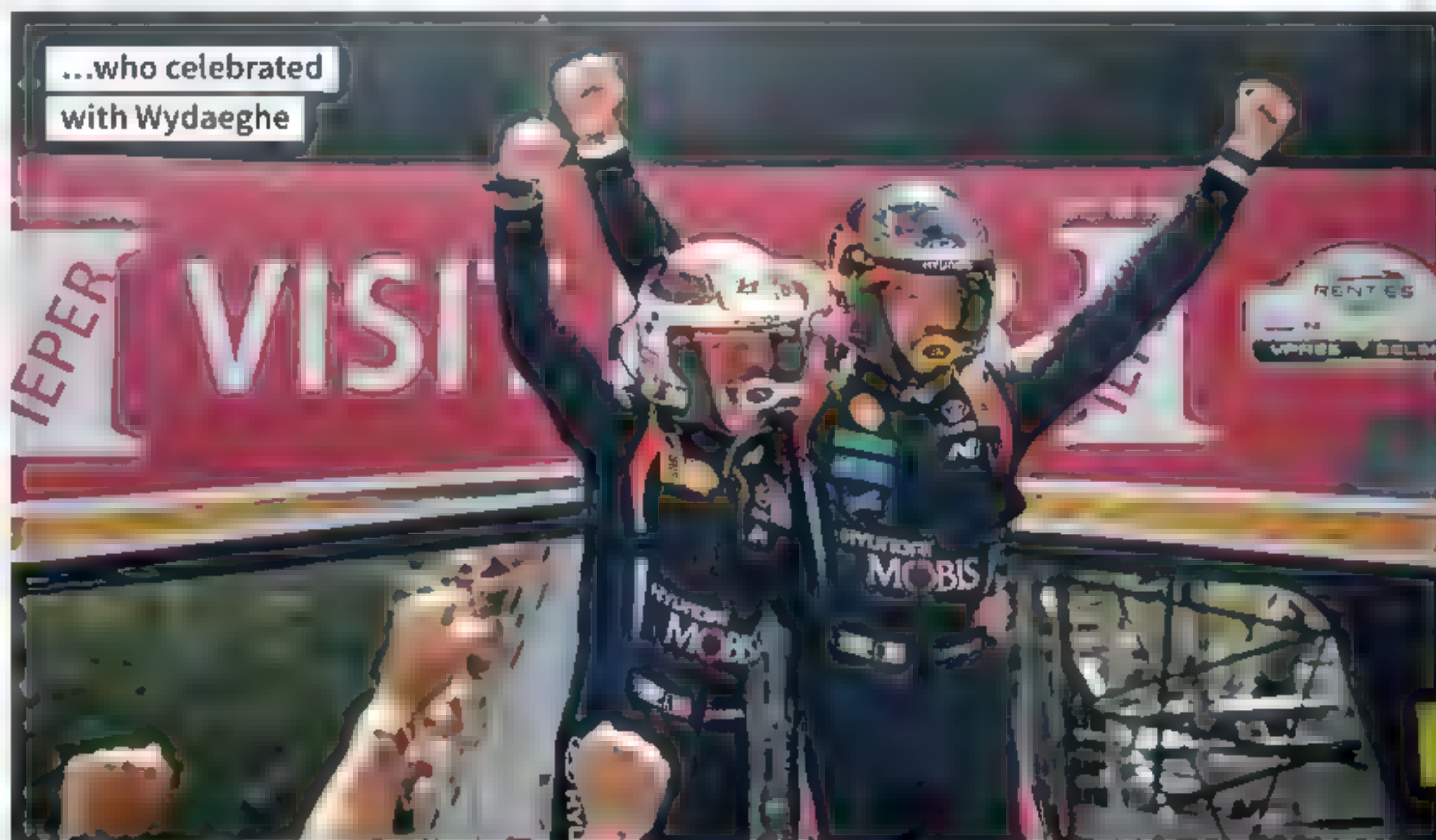
“Jacky, I've known him for more than 10 years and he is one of the guys who sends me messages every rally,” said Neuville. “I got one last night [Saturday] with a lot of emojis and flames and stuff to say that he was believing, and I knew that he was here today so I sent him a message back saying ‘see you tomorrow’, and I think he understood that well.”

Grateful for the support of a motorsport legend, Neuville ranked the victory among

the best of his career tally of 14 WRC wins. It could also prove a turning point in the championship, with Neuville closing to 38 points off series leader and long-time rival Sebastien Ogier. “It definitely feels great, he added. “It is a win we wanted so much and it is also a win that is important for the championship because we are able to secure a lot more points than Elfyn [Evans] and Sebastien.

“It was really special to do that final stage at the nicest circuit in the world, just 15km from my hometown, with friends and family cheering us on and to be able to do some celebratory donuts. A fantastic weekend and a result to savour.

“We were able to rely fully on the team and the car, which worked perfectly. It has been a pleasure to get this first win together with Martijn [Wydaeghe]. It has been a long time coming, but it feels even better now. In general, it was a good weekend not only for the win but also because we have closed the gap in the championship as a team with one and two.”



...who celebrated
with Wydaeghe



Hyundai also won WRC2, with Huttunen on top

flicking up all the dust in the road." Adamo said the order came through as quickly as possible, stating that "to send a message quicker I should be a future teller".

The stage still had a bizarre twist left in it when an incident to be filed under 'WRC's strangest' cancelled the test after the top crews had passed. WRC3 driver Pieter Tsjoen sent social media into overdrive by crashing into a house that lined the stage. Luckily driver and co-driver were OK.

If tight junctions didn't catch drivers out, Ypres's ditches did, claiming another two victims on stage 10. First it was Pierre-Louis Loubet, and then Katsuta in spectacular fashion. Katsuta, running with Keaton Williams as stand-in co-driver for the injured Daniel Barritt, emerged unscathed after they were caught out by a compression at speed. The Yaris flicked wide into a ditch and was sent into a series of wild rolls before clattering into a telegraph pole, which then fell and blocked the stage, forcing organisers to red-flag the test. "Big crash, and luckily I didn't hit the spectators," said Katsuta.

Breen won the test once it resumed, following a lengthy clean-up, to put further pressure on Neuville, the lead down to 3.5s, but the leader would respond to restore a 6.8s margin heading into Saturday afternoon.

"The feeling is relief. We knew everybody was waiting on us to win this event or score a podium"

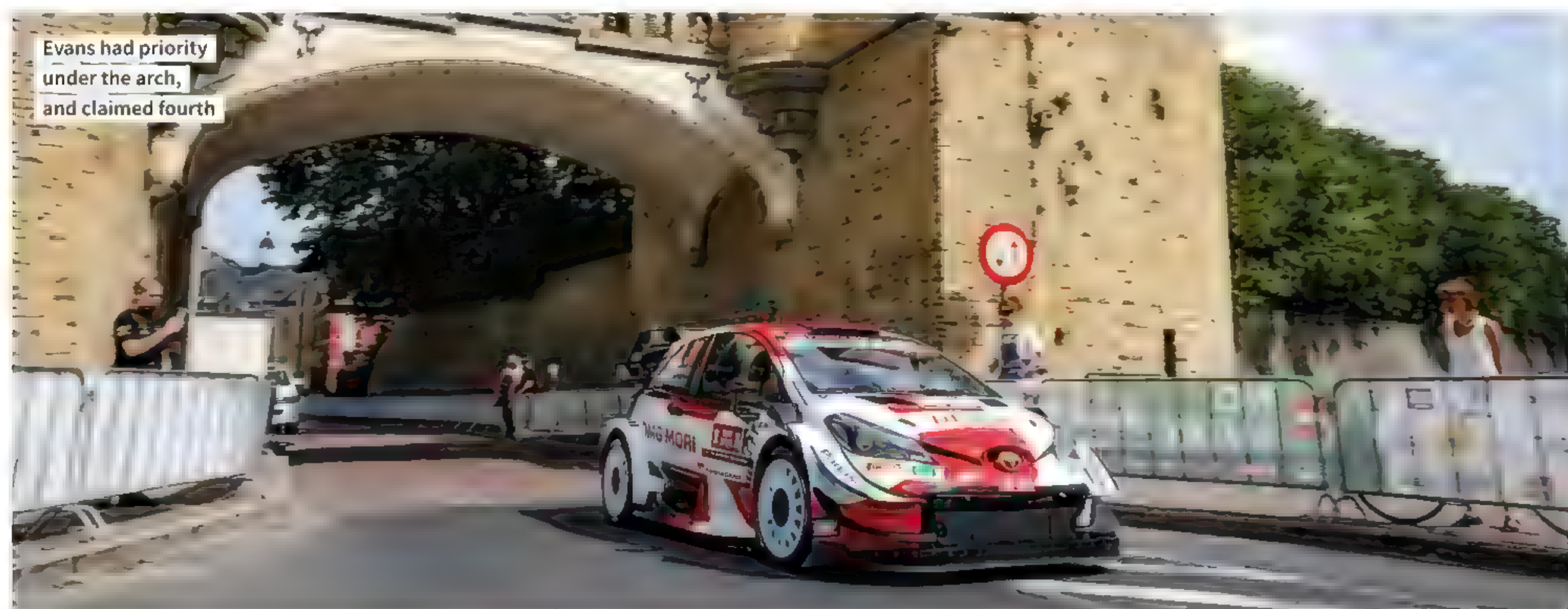
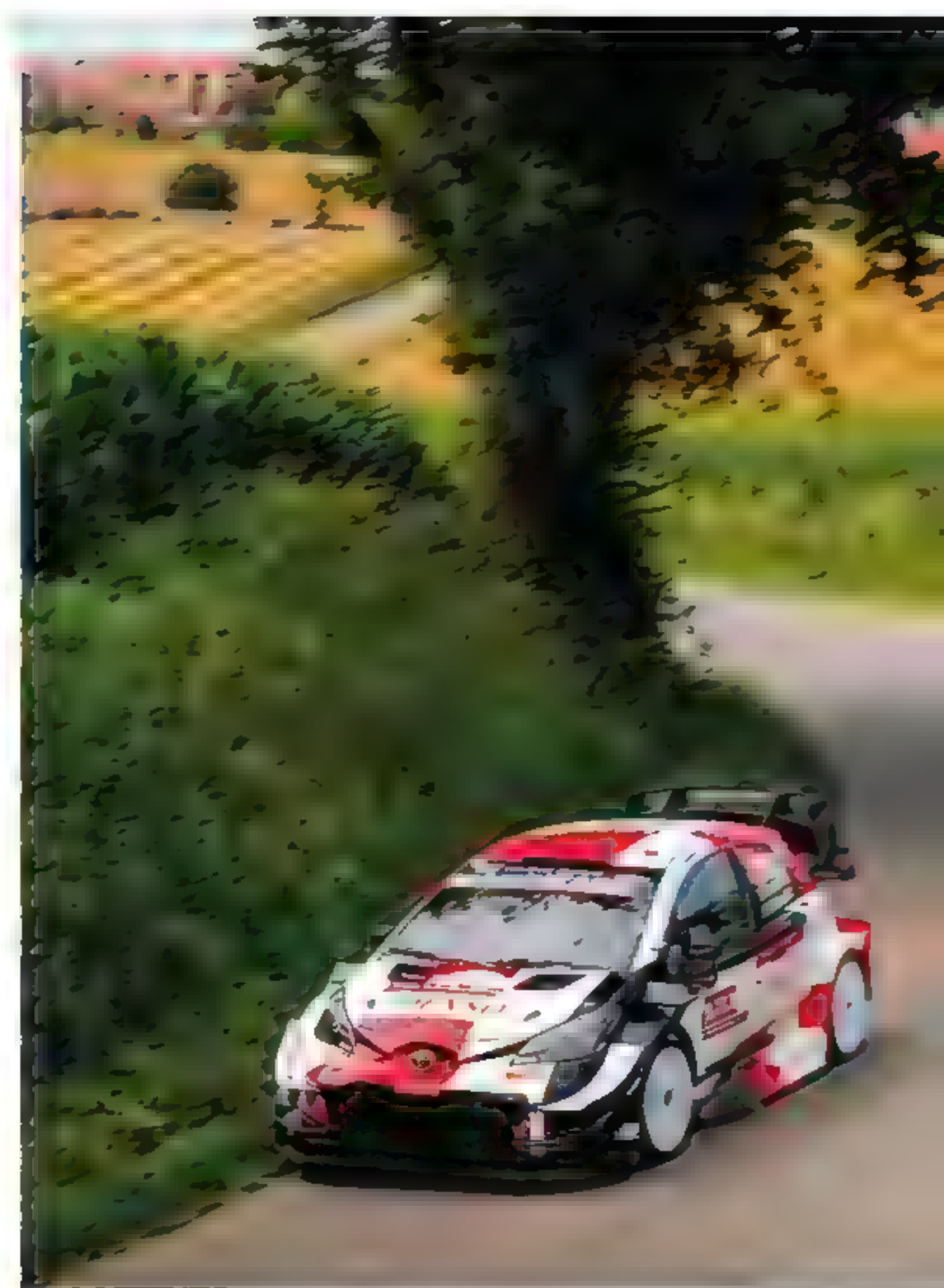
The Toyotas were finding their feet, with Evans taking the marque's first win on stage 13. Hyundai elected to end its battle between Neuville and Breen, Adamo issuing "warm recommendations" to hold position. Breen's victory hopes may have theoretically ended, but the part-timer was still enjoying driving a WRC car on a rally among his favourites. "Of course, the main target is to bring the two cars home," he said. "But the other side is saying that Dikkebus test is a stage I've done so many times and I don't know whether we'll be back here again. I've got a big PlayStation in front of me, and I'm just trying to enjoy it."

Neuville rattled off two more stage wins to head into the final day with a 10.1s lead over Breen. Toyota's resurgence continued, with only 4.3s covering Evans, Rovaniemi and Ogier, who picked up two stage wins,

in the battle for the final podium position. But the trio were almost a minute adrift.

Despite the advantage, Neuville refused to think about victory ahead of the event's final four stages held in the confines of the famous Spa-Francorchamps circuit, following an early morning three-hour drive from Ypres. "They will be very different to the stages we've had so far, so nothing is done yet," said Neuville. "We have to be clever, but I hope we can have a nice day."

Neuville was indeed clever, and coolly navigated the Sunday stages that incorporated the Les Combes to Stavelot sections of the famous circuit, plus the famed Eau Rouge. The track's rallycross circuit acted as the flying finish, where one relieved Belgian flicked his i20 into a series of victory celebration donuts in front of a bumper partisan crowd.



Evans had priority under the arch, and claimed fourth



Asphalt non-specialist
Rovanpera was top Toyota
contender in third place

He'd delivered what the nation wanted, eventually beating Breen by a comfortable 30.7s for a pressure-lifting Hyundai 1-2. "The feeling basically is relief to win the event – we knew everybody was waiting on us to win this event or at last finish on the podium, but our target was to go and win," Neuville added. The feeling was echoed by an emotional Adamo: "I'm really pleased with the way my people have reacted and stayed together as a team. I know how much people in the company have been under pressure because it has been a tough few months, so it's nice to be here."

Breen backed off on the final stages after clipping a bank on the morning's first test, which could have provided a late twist. But back-to-back podiums for the first time in his WRC career was just the tonic to boost his hopes of landing a full-time drive for 2022. "Honestly I have to thank the horrible Belgian summer where it has rained so much as the bank was actually quite soft," said a relieved Breen, "because if it was normal this time of the year, for sure I think I would have stopped there."

Considering his limited asphalt knowledge, Rovanpera impressed throughout, particularly on Sunday, when he leapfrogged Evans to third. Ogier had to settle for fifth after picking up another puncture in the morning's first stage.

There was also a cherry added to the top of Hyundai's cake when Tanak won the rally-concluding Power Stage to secure five bonus points, while Jari Huttunen overcame power-steering issues to win WRC2 driving the brand new i20 Rally2 car. In the end, Ypres Rally delivered a long overdue fairytale for Neuville and redemption for Hyundai. 🍀

RESULTS ROUND 8/12, YPRES RALLY BELGIUM, 13-15 AUGUST

POS	DRIVER	CO-DRIVER	TEAM CAR	TIME
1	Thierry Neuville	(BEL) Martijn Wydaeghe	(BEL) Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	2h30m24.2s
2	Craig Breen	(IRL) Paul Nagle	(IRL) Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+30.7s
3	Kalle Rovanpera	(FIN) Jonne Halttunen	(FIN) Toyota Gazoo Racing WRT / Toyota Yaris WRC	+43.1s
4	Elfyn Evans	(GBR) Scott Martin	(GBR) Toyota Gazoo Racing WRT / Toyota Yaris WRC	+49.6s
5	Sebastien Ogier	(FRA) Julien Ingrassia	(FRA) Toyota Gazoo Racing WRT / Toyota Yaris WRC	+55.8s
6	Ott Tanak	(EST) Martin Jarveoja	(EST) Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+3m46.5s
7	Yohan Rossel	(FRA) Alexandre Coria	(FRA) Citroen C3 Rally2	+12m14.9s
8	Pieter Cracco	(BEL) Jasper Vermeulen	(BEL) Skoda Fabia Rally2 Evo	+13m05.9s
9	Fabian Kreim	(DEU) Frank Christian	(DEU) Volkswagen Polo GTI R5	+13m13.8s
10	Vincent Verschueren	(BEL) Filip Cuvelier	(BEL) Volkswagen Polo GTI R5	+13m31.1s

OTHERS

47	Gus Greensmith	(GBR) Chris Patterson	(GBR) M-Sport Ford WRT / Ford Fiesta WRC	+43m58.5s
68	Pierre-Louis Loubet	(FRA) Florian Haut-Labourdette	(FRA) Hyundai 2C Competition / Hyundai i20 Coupe WRC	+1h26m02.5s

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 Reninge-Vleteren 1 (9.32 miles)	Tanak 7m49.1s	Tanak	Neuville +2.3s
SS2 Wesouter-Boeschepe 1 (12.18 miles)	Breen 10m35.3s	Breen	Neuville +0.7s
SS3 Kemmelberg 1 (14.68 miles)	Breen 11m39.7s	Breen	Neuville +1.6s
SS4 Zonnebeke 1 (5.87 miles)	Neuville 4m34.0s	Neuville	Breen +0.4s
SS5 Reninge-Vleteren 2 (9.32 miles)	Neuville 7m49.0s	Neuville	Breen +2.5s
SS6 Wesouter-Boeschepe 2 (12.18 miles)	Neuville 10m27.0s	Neuville	Breen +4.0s
SS7 Kemmelberg 2 (14.68 miles)	Neuville 11m28.8s	Neuville	Breen +7.6s
SS8 Zonnebeke 2 (5.87 miles) Stage cancelled			
SS9 Hollebeke 1 (16.07 miles)	Breen 13m30.7s	Neuville	Breen +4.8s
SS10 Dikkebus 1 (7.76 miles)	Breen 6m23.9s	Neuville	Breen +3.5s
SS11 Watou 1 (8.46 miles)	Evans 6m42.0s	Neuville	Breen +4.3s
SS12 Mesen-Middelhoek 1 (4.96 miles)	Neuville 4m23.8s	Neuville	Breen +6.8s
SS13 Hollebeke 2 (16.07 miles)	Ogier 13m23.7s	Neuville	Breen +5.0s
SS14 Dikkebus 2 (7.76 miles)	Neuville 6m19.1s	Neuville	Breen +6.6s
SS15 Watou 2 (8.46 miles)	Ogier 6m37.1s	Neuville	Breen +7.2s
SS16 Mesen-Middelhoek 2 (4.96 miles)	Neuville 4m21.2s	Neuville	Breen +10.1s
SS17 Stavelot 1 (5.62 miles)	Rovanpera 5m06.2s	Neuville	Breen +16.3s
SS18 Francorchamps 1 (6.97 miles)	Tanak 6m56.9s	Neuville	Breen +14.9s
SS19 Stavelot 2 (5.62 miles)	Tanak 5m04.0s	Neuville	Breen +24.3s
SS20 Francorchamps [Power Stage] (6.97 miles)	Tanak 6m48.3s	Neuville	Breen +30.7s

DRIVERS' CHAMPIONSHIP 1 Ogier 162; 2 Evans 124; 3 Neuville 124; 4 Rovanpera 99; 5 Tanak 87; 6 Katsuta 66; 7 Breen 60; 8 Greensmith 34; 9 Sordo 31; 10 Fourmaux 30.

MANUFACTURERS' CHAMPIONSHIP 1 Toyota Gazoo Racing WRT 348; 2 Hyundai Shell Mobis WRT 307; 3 M-Sport Ford WRT 135; 4 Hyundai 2C Competition 44.



NEXT EVENT

ACROPOLIS RALLY 16 SEPTEMBER ISSUE

The Greek classic used to be regarded as one of the toughest on the WRC schedule, and it's back this year. Who will triumph on the rocky roads?

Title-winning Merc
crew lift champion
de Vries aloft at
Tempelhof



DE VRIES DELIVERS MERCEDES TITLE DOUBLE AHEAD OF EXIT BOMBSHELL

The Dutchman was crowned the first Formula E world champion in a crazy Berlin finale, but Mercedes already has itchy electric feet

MATT KEW

PHOTOGRAPHY



motorsport
IMAGES



An FIA world championship. A drivers' and teams' title double for Mercedes. It's a phenomenon that has become almost commonplace in motorsport since 2014. But none of the manufacturer's commanding Formula 1 achievements have arrived in quite the same dramatic fashion as that of Nyck de Vries sealing the 2021 Formula E crown last weekend.

This was a driver whose pre-event six-point cushion atop the standings looked perilously slender when he qualified 19th for the first race of the Berlin E-Prix double-header season finale. But even de Vries, who has beaten Max Verstappen to become the first Dutch

FIA world champion, would "not deny that the picture could have been worse" when he emerged at Tempelhof Airport still holding a three-point advantage after a race won by Lucas di Grassi.

The 2019 Formula 2 title winner rued a lost top-10 finish after contact with Alex Lynn sliced a tyre valve and forced the Silver Arrows driver to pit to remedy a puncture. But with the DS Techeetah duo of Jean-Eric Vergne and outgoing champion Antonio Felix da Costa squandering a 1-2 finish in part due to cumbersome team orders, Sam Bird retiring after a sudden and unprompted driveshaft failure, plus Robin Frijns failing to score in 15th, de Vries was still in prime contention after the opener.

That was until another one-lap setback. While Mercedes ditched its out-preparation-push lap strategy on Sunday for the reversed-clockwise layout, the extra tour having cooked the tyres the day before to send de Vries to the back of the pack, again the 26-year-old fell behind his chief championship rivals.

He lined up 13th for the decider, while Mitch Evans, just five points in arrears, would attempt to launch from third place. But the Jaguar Racing mainstay's chances of grasping the crown evaporated almost immediately. The Kiwi lurched an inch or two out of his grid box before a suspected inverter glitch caused his car to "trip". Evans sat motionless, and all he could do was glance in the mirrors and brace for impact as the field dived either side of the stricken Big Cat.

With every car that darted past Evans, speeds of those that came next increased and reaction time diminished. It left an unsighted Edoardo Mortara, second in the table, to career into Evans's car. The Jaguar was pitched into the air and spun, while Mortara ripped the front-left assembly off his Venturi Racing Mercedes.

"I'm a little sore but it hurts in every aspect emotionally," said Evans, who lost his best shot at electric success. "We went through the normal start procedure, and when the lights went out I released the paddle that triggers the start and something tripped. That was it done. It's never happened in the hundreds of launches I've done." >>



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From a 21g collision, Mortara was taken to hospital for precautionary checks that revealed a microfracture in his fourth vertebra. The Swiss-Italian reckons it'll sideline him for six weeks, but it might have been worse. Worryingly, both were allowed to walk back to their pit garages and the stretchers remained unused.

De Vries's two chief rivals had been eliminated, and he could so easily have endured the same fate. He had to scurry his Mercedes to the inside and, with only inches to spare, sliced between the pitwall and the melee under a shower of carbon-fibre.

In the frenzy, Lynn had popped his Mahindra Racing car ahead, and so de Vries lined up 12th for the restart. With Evans and Mortara out, rookie sensation Jake Dennis (he'd never even driven a Formula E car this time last year) became the greatest threat.

The BMW Andretti driver needed to overturn a four-point deficit to land a remarkable title. On the second lap of the restarted contest, while running in eighth place, he pulled his regen braking paddle and suffered a technical failure, and speared into the wall on the outside of Turn 1. He narrowly missed the Nissan e.dams of



Dennis rues crash that curtailed an unforeseen but deserved title charge



Sebastien Buemi in the fight for seventh. That position would have earned Dennis the five points needed to overcome de Vries's podium tally, the pair level-pegging with a brace of wins apiece.

Dennis explained: "As soon as I came out of the last corner, we had a weird sound from the back of the powertrain. Then, when I lifted into Turn 1, the rear tyres just completely locked and put me into the wall. I don't know if it was maybe linked to being stationary for so long in the pitlane [during the red flag]. We were in a fighting position; we had the upper hand at that point."

The full-course yellow, analogous to a virtual safety car, pressed pause on Stoffel Vandoorne's push for victory. The Mercedes driver had snared an unmatched third pole (although he was also quickest in qualifying in Valencia, the Belgian was disqualified for a wrongly inputted technical passport) by 0.131s over departing Nissan e.dams racer Oliver Rowland. The Brit managed to keep tabs on Vandoorne at the lap-four restart and edged ever closer as the leading pair broke away from the pack. But subtly climbing into the battle was Venturi Racing's Norman Nato. The promoted reserve, called up to replace Felipe Massa this year after the Brazilian's lacklustre two Formula E campaigns, had sent his Mercedes powertrain customer machine around the outside of shock superpole stunner Tom Blomqvist into Turn 1 for fourth place as the NIO 333 driver locked the fronts.

Of the lead runners, Nato was the first to twist and dive off line to activate his helping of the four-minute 35kW attack mode boost. That initially relegated him to fifth as he rejoined the circuit, but he made light work of Blomqvist and then relegated Alexander Sims for third soon after. With the surge of extra power, Nato had a sniff around the outside of Rowland into Turn 2 without making it stick.

Rowland responded, activating his first attack mode, and the pair closed in tandem on Vandoorne. With Nato in the faster setting, Vandoorne did not resist the move from his Mercedes-powered colleague into Turn 1 and Nato took the lead. And with his rhythm now interrupted, Vandoorne then ran wide at the exit of the next corner to allow Sims into second and Rowland to pass too.

Nato, expected to be replaced at Venturi by di Grassi next year, >>

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ALL MAJOR SERIES



began to gap the field to the tune of 4.3s – a margin seldom seen in Formula E – as he used up the last of his second attack modes.

But Nato's romp was interrupted by the safety car, which was called into play after da Costa's title defence came to a premature end due to a collision with di Grassi in his Audi. The Brazilian lunged down the inside in their battle for 13th place on the run into the Turn 9 hairpin. At the apex, the tyres of the two cars banged, and that ripped the steering wheel out of di Grassi's hands. Da Costa was then dragged into the outside wall, where he retired.

"It's funny," da Costa quipped. "He posts the most videos working out in the gym. He looks like he'll still need a few more hours [working out] because I've never lost the steering wheel." While di Grassi served a drivethrough penalty, then sought da Costa to apologise, Rowland nudged into Nato at Turn 1 at the restart.

De Vries's impressive rise up the order had taken him to fifth at this point, at the expense of both duelling Porsches of Pascal Wehrlein and Andre Lotterer. He then thumbed the fanboost advantage into Turn 1. Sims defended stoutly and de Vries still tried to bully it down the inside, which allowed Lotterer to find space.

At the apex of Turn 2, de Vries defended from Lotterer to leave Sims to run through into clear air, while the recovering Vandoorne made it a three-wide sprint to Turn 3. But as Vandoorne battled Lotterer in the middle, the cars pincered with de Vries on the inside. Bodywork flew and, from a Mercedes wipe-out near-miss, de Vries escaped with only bent steering. Disaster narrowly averted.

As Nato crossed the line for a maiden Formula E victory by 2.27s over Rowland, Vandoorne recovered past Sims for the final step on the podium. Lotterer also passed Sims, with Wehrlein sixth, while

Bird completed a stellar rise from 22nd on the grid to seventh for Jaguar Racing as it finished runner-up in the teams' title race.

De Vries crossed the line in eighth, as race engineer Albert Lau calmly informed his driver of the sums. He was world champion in only his second season. Not before lashing out at the rough driving standards, de Vries let emotion slip through the cracks. "I'm lost for words," the 2011 FIA World Karting champion said. "I'm starting to get a little bit emotional. Of course, I feel sorry for what happened to Mitch and Edo because they deserved to fight 'til the end. It was an extremely tight championship all the way through."

The two-time winner, who snared a further three podiums this season, continued: "Everyone had a lot of ups and downs, and everyone was really in the same boat and that's why we came to the point of today: everyone basically being in contention and having a shot at this championship. I just feel very, very grateful that fortune has chosen us."

"For me personally it still needs to sink in a little bit. I don't quite realise it yet. Ultimately, no one can take this away from me, and that's what counts and that makes me happy."

That is true: de Vries will forever be in the history books as the first Formula E world champion. But opportunities to turn that one title into two have taken a massive blow. For one, his links to the Williams F1 seat that will be imminently vacated by George Russell grow stronger with each passing day thanks to the fearsome support of Mercedes motorsport boss Toto Wolff. More than that, after joining Formula E in a factory capacity only in 2019-20, the Silver Arrows squad will very soon announce its intentions to follow Audi and BMW out of the door by quitting the series at the end of next season (see p6).

For now, however, it's a remarkable success to be savoured after the countless peaks and troughs of a controversial and often clumsy season for the FIA-run championship. Once the ready-made T-shirts celebrating the title success had been donned, and team principal Ian James wiped the champagne from his eyes after the squad snared the teams' title to boot, he reflected: "Today was pretty much the peak of peaks. Pretty much like Nyck, it's going to take a while to settle in because this series is designed in such a way that you never know what's going to happen."

"From a Mercedes-Benz perspective, we've got 127 years in motorsport heritage and to be the first world champions here in this series, we are going to be savouring that for a while."

Being crowned world champion after finishing well off the podium was an apt reflection of the whole season – random, arguably verging on the contrived. But de Vries overcame it all to become the deserved king. ✽



DI GRASSI VICTORY CAPS AUDI SWANSONG

Even amid the frenzied curtain call in Berlin, when championship contenders were dropping like flies, Lucas di Grassi's title designs had already largely been dashed before the gantry lights extinguished above the startline. Sixth in the points, he had run just 0.121s shy of a qualifying time good enough for the top-six superpole shootout to land himself way down in 17th on the grid.

But the charismatic Brazilian did go some way to rewarding Audi with a poetic Formula E farewell when he snared victory in the opener in another case of fine margins. He fought off Edoardo Mortara's blistering exit from the final corner to bag the spoils over the Venturi Racing Mercedes by 0.141s.

Di Grassi was aided by the crumbling DS Techeetah attack. The outgoing champion team rolled over from its 1-2 on the grid after an ill-timed orchestrated swap for positions. As Jean-Eric Vergne summed up, Antonio Felix da Costa's instruction to pass for the lead "came in the worst moment".

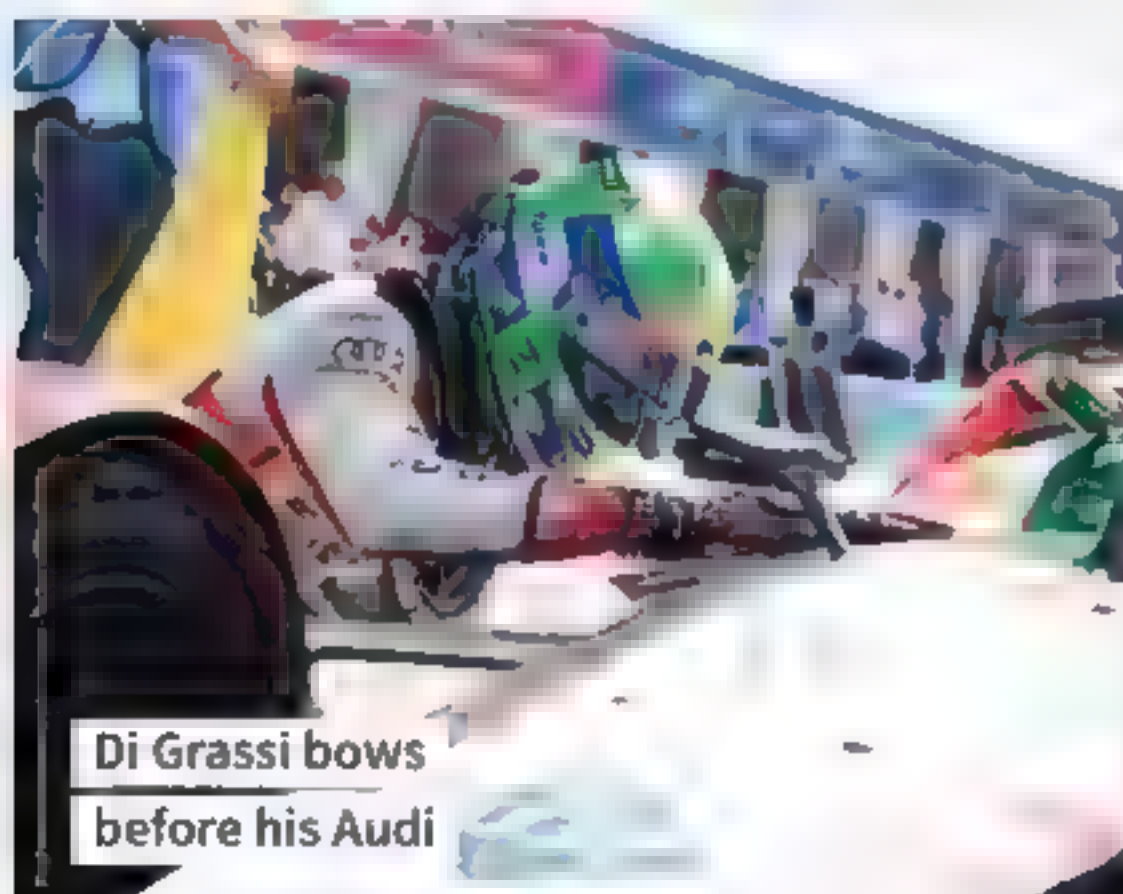
As the black-and-gold machines delayed each other, di Grassi leapt from third to seal his 12th Formula E win and Audi's 14th and final as it quits the series in favour of Dakar Rally and LMDh programmes.

Never one to mince his words, di Grassi said: "We had since the beginning [of the season] the news that Audi was going to leave Formula E. For me it was very sad because after seven years with the team, you are kind of being forced to end the relationship, which you don't want to end because we've been so successful together."

"This weekend is a mixture of sadness because Audi is leaving. But we had so many victories, so many emotions together, and today was a very special victory."

"We can say that we are still successful and still won together. It's a big mix of emotions and it still hasn't sunk in yet."

Di Grassi, the 2016-17 champion, is expected to find a temporary home at Venturi next season alongside Mortara. Meanwhile, the potent Audi powertrain, designed in-house by the manufacturer for the first time for 2021, will live on in the rear of the customer Envision Virgin Racing cars.



Di Grassi bows
before his Audi

GALLOWAY

RESULTS ROUND 8/8, TEMPELHOF (DEU), 14-15 AUGUST (38 LAPS - 55.607 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Lucas di Grassi (BRA)	Audi / Audi e-tron FE07	46m22.528s
2	Edoardo Mortara (ITA)	Venturi Racing / Mercedes EQ Silver Arrow 02	+0.141s
3	Mitch Evans (NZL)	Jaguar Racing / Jaguar I-TYPE 5	+5.499s
4	Norman Nato (FRA)	Venturi Racing / Mercedes EQ Silver Arrow 02	+5.589s
5	Jake Dennis (GBR)	BMW Andretti / BMW iFE.21	+5.830s
6	Jean-Eric Vergne (FRA)	DS Techeetah / DSE-Tense FE21	+6.411s
7	Antonio Felix da Costa (PRT)	DS Techeetah / DSE-Tense FE21	+6.777s
8	Maximilian Guenther (DEU)	BMW Andretti / BMW iFE.21	+7.562s
9	Rene Rast (DEU)	Audi / Audi e-tron FE07	+7.798s
10	Andre Lotterer (DEU)	Porsche / Porsche 99X Electric	+14.124s
11	Sebastien Buemi (CHE)	Nissan e.dams / Nissan IM03	+15.546s
12	Stoffel Vandoorne (BEL)	Mercedes / Mercedes EQ Silver Arrow 02	+16.214s
13	Oliver Rowland (GBR)	Nissan e.dams / Nissan IM03	+16.814s
14	Nick Cassidy (NZL)	Envision Virgin Racing / Audi e-tron FE07	+16.917s
15	Robin Frijns (NLD)	Envision Virgin Racing / Audi e-tron FE07	+21.278s
16	Joel Eriksson (SWE)	Dragon Penske Autosport / Penske EV-5	+23.666s
17	Alexander Sims (GBR)	Mahindra Racing / Mahindra M7 Electro	+29.019s
18	Sergio Sette Camara (BRA)	Dragon Penske Autosport / Penske EV-5	+30.962s
19	Oliver Turvey (GBR)	NIO 333 / NIO 333 001	+33.199s
20	Alex Lynn (GBR)	Mahindra Racing / Mahindra M7 Electro	+33.438s
21	Pascal Wehrlein (DEU)	Porsche / Porsche 99X Electric	+33.781s
22	Nyck de Vries (NLD)	Mercedes / Mercedes EQ Silver Arrow 02	-1 lap
NC	Tom Blomqvist (GBR)	NIO 333 / NIO 333 001	32 laps-track rod
R	Sam Bird (GBR)	Jaguar Racing / Jaguar I-TYPE 5	8 laps-driveshaft

Winner's average speed 71.943mph. **Fastest lap** Rast 1m08.908s, 76.449mph.

SUPER POLE 1 Vergne 1m06.227s; 2 da Costa 1m06.300s; 3 di Grassi 1m06.427s; 4 Mortara 1m06.442s; 5 Nato 1m06.489s; 6 Buemi 1m07.011s.

QUALIFYING Vergne 1m06.239s; Nato 1m06.425s; Mortara 1m06.426s; da Costa 1m06.486s; Buemi 1m06.509s; di Grassi 1m06.555s; 7 Evans 1m06.568s; 8 Dennis 1m06.592s; 9 Wehrlein 1m06.612s; 10 Guenther 1m06.627s; 11 Rowland 1m06.658s; 12 Rast 1m06.729s; 13 Cassidy 1m06.736s; 14 Lotterer 1m06.789s; 15 Bird 1m06.713s; 16 Sims 1m06.814s; 17 Blomqvist 1m06.837s; 18 Sette Camara 1m06.852s; 19 de Vries 1m06.902s; 20 Turvey 1m06.948s; 21 Lynn 1m06.972s; 22 Vandoorne 1m07.006s; 23 Frijns 1m07.156s; 24 Eriksson 1m07.815s. * = grid penalty.

RACE 2 (36 LAPS - 52.680 MILES)

1 Nato 1h11m57.152s; 2 Rowland +2.270s; 3 Vandoorne +2.837s; 4 Lotterer +7.105s; 5 Sims +8.453s; 6 Wehrlein +8.847s; 7 Bird +10.473s; 8 de Vries +11.108s; 9 Rast +12.189s; 10 Blomqvist +12.679s; 11 Vergne +13.437s; 12 Frijns +13.748s; 13 Lynn +14.366s; 14 Buemi +14.692s; 15 Guenther +15.528s; 16 Eriksson +15.940s; 17 Cassidy +16.306s; 18 Sette Camara +16.961s; 19 Turvey +21.076s; 20 di Grassi +35.155s; R da Costa 21 laps-accident; R Dennis 2 laps-technical; R Evans 0 laps-inverter/accident; R Mortara 0 laps-accident.

Winner's average speed 43.928mph. **Fastest lap** di Grassi 1m08.305s, 77.124mph

SUPER POLE 1 Vandoorne 1m06.794s; 2 Rowland 1m06.925s; 3 Evans 1m07.010s; 4 Sims 1m07.041s; 5 Blomqvist 1m07.106s; 6 Nato no time.

QUALIFYING Vandoorne 1m06.678s; Rowland 1m06.711s; Nato 1m06.806s; Sims 1m06.887s; Blomqvist 1m06.916s; Evans 1m07.083s; 7 Lotterer 1m07.088s; 8 Buemi 1m07.100s; 9 Dennis 1m07.106s; 10 Wehrlein 1m07.114s; 11 Mortara 1m07.139s; 12 Sette Camara 1m07.150s; 13 de Vries 1m07.162s; 14 Lynn 1m07.164s; 15 da Costa 1m07.177s; 16 Vergne 1m07.190s; 17 di Grassi 1m07.209s; 18 Guenther 1m07.227s; 19 Rast 1m07.268s; 20 Turvey 1m07.300s; 21 Frijns 1m07.325s; 22 Bird 1m07.365s; 23 Eriksson 1m07.461s; 24 Cassidy 1m07.980s.

CHAMPIONSHIP 1 de Vries 99; 2 Mortara 92; 3 Dennis 91; 4 Evans 90; 5 Frijns 89; 6 Bird 87; 7 di Grassi 87; 8 da Costa 86; 9 Vandoorne 82; 10 Vergne 80.

SEASON REVIEW

2 SEPTEMBER ISSUE

How Nyck de Vries and Mercedes won the first Formula E world titles, plus Autosport's top 10 drivers of the season.

Sutton denies centurion Turkington

The BMW star chalked up West Surrey Racing's 100th BTCC win in the opening race, but he fell on the last lap of the sequel, handing victory to the reigning champion's Infiniti

MARCUS SIMMONS

PHOTOGRAPHY JEP  motorsport
IMAGES

Knockhill, its slow-speed hairpin feeding into an uphill blast across the start-finish line, is renowned as rear-wheel-drive territory. Ash Sutton and Colin Turkington proved that in 2020, when they scored a pair of 1-2s in their respective Laser Tools Racing Infiniti Q50 and West Surrey Racing-run BMW 330i M Sport. Last weekend the boot was on the other foot in the British Touring Car Championship. This time, it was Turkington soaking up the pressure in race two, driving a defensive masterclass as he repelled

everything Sutton could throw at him, the duo keeping it close but clean — entirely as we expect from these two BTCC maestros.

Then, less than a mile from the chequered flag, it all changed. Turkington made the tiniest of errors at the blind chicane, the BMW ran wide onto the gravel, and Sutton was through in a flash. It was a classic case of relentless pressure forcing a result; a perhaps major psychological moment in the ongoing battle between these two champions, as respectful as that is. Turkington had earlier won the opening race, with just 15kg of success ballast on the

BMW, but this time, with 75kg on board, he couldn't better an Infiniti that had 48kg. If he had, that would have represented a major turning of the tide in his recovery from a desperately poor previous two rounds.

As it is, Turkington has now vaulted from ninth to third in the championship standings over one weekend, but has only trimmed his points deficit to Sutton from 37 to 34. Second place is still the property of Tom Ingram, who played the success-ballast/option-tyre game perfectly over the weekend, his front-wheel-drive Exelr8 Motorsport Hyundai i30 N more susceptible





Sutton celebrates his last-lap win...



...after Butcher shunt set up late safety car and sprint to the flag

to success ballast around this circuit than its rear-driven opposition, to score victory in the reversed-grid finale thanks to an audacious manoeuvre to get into the lead.

Turkington's weekend was set up nicely with a clear pole position. Not only was his BMW carrying only 15kg of success weight, but there was also the hint of a tow as he ran in line behind the sister WSR cars of Tom Oliphant and Stephen Jelley: "I think that was pot luck more than anything! But I probably got a little benefit from running behind Stephen."

Sutton, with the maximum 75kg weight

on the Infiniti, floated the BTCC's ultimate soft machine over the Scottish kerbs to take sixth. That was despite a bout of food poisoning, which he reckoned cost him a tenth of a second (and that would have put him on the front row. So there you have it folks, food poisoning probably equals roughly 25kg of ballast around Knockhill...). Instead, Senna Proctor joined Turkington at the front, continuing his strong form from the previous round at Oulton Park in the BTC Racing Honda Civic Type R.

Turkington was utterly dominating the opening race – 3s in front by the end of the third lap – when the safety car was called thanks to Dan Lloyd shunting his Power Maxed Racing Vauxhall Astra at the chicane after breaking a wheel. But still Proctor had nothing for him. The BMW was 0.757s in front as they crossed the line when the green flags flew, and finished the race over 4s to the good. It was WSR's 100th win in the BTCC, the first of which came four months before Proctor was born. "I'm delighted to be back on the top step," said Turkington after the easiest win he'll have this year. "It's been a barren few weekends for me. I had a really good car for qualifying, and that's the key for any BTCC weekend."

Proctor "tried to go after him but he was mighty quick", and instead headed a BTC Honda 2-3. Like Turkington, BTC team leader Josh Cook had seen an early-season run of form dissolve of late, but he was back in the ballpark in Scotland. Now down to 27kg of ballast – success weight had really hurt the Honda at the preceding events – he qualified fourth, grumbling that he was "two and a half tenths up coming to the final corner and just got traffic". He shared the second row with Chris Smiley, the Northern Irish Excelr8 Hyundai battler excelling on a circuit where he raced much in his formative days in the Scottish Mini challenge.

Smiley is renowned as one of the defensive hard men of the BTCC, and it was a cracking move on Cook's part to get ahead of him into Clark's with nine laps remaining. That slowed Smiley, allowing Sutton to insert the Infiniti down the inside into the hairpin to grab fourth. "Chris was

"Turkington made the tiniest of errors at the blind chicane and Sutton was through in a flash"

never going to make it easy," acknowledged Cook, "but I think he overdefended because he lost out big in the end. I think we probably could have fought for the lead if we hadn't had to battle in the beginning." That wasn't Cook's opening gambit: earlier, he'd attempted a more conventional spear-down-the-inside-at-the-hairpin, only to find gravel on the track from earlier miscreants and "I floated past" and wide.

Sutton had earlier performed an excellent move on Jake Hill, who again had shone in qualifying with a large dollop of success weight on board his Motorbase-run MB Motorsport Ford Focus. The Kent racer arrived in Scotland with 48kg, and lined up fifth – that's great going for a front-wheel-drive car at this track. Sutton squeezed ahead on the run into Clark's, but after following Cook past Smiley he didn't have quite enough to challenge for the podium. Crucially, however, he had driven this race on the medium-compound Goodyear, which this weekend was the 'option' tyre on a weekend of inverted BTCC logic, with the soft being used as the standard rubber. While most of the other leading contenders would have to run the medium in one of the remaining two races, Sutton's Infiniti would be soft-shod for the rest of the day.

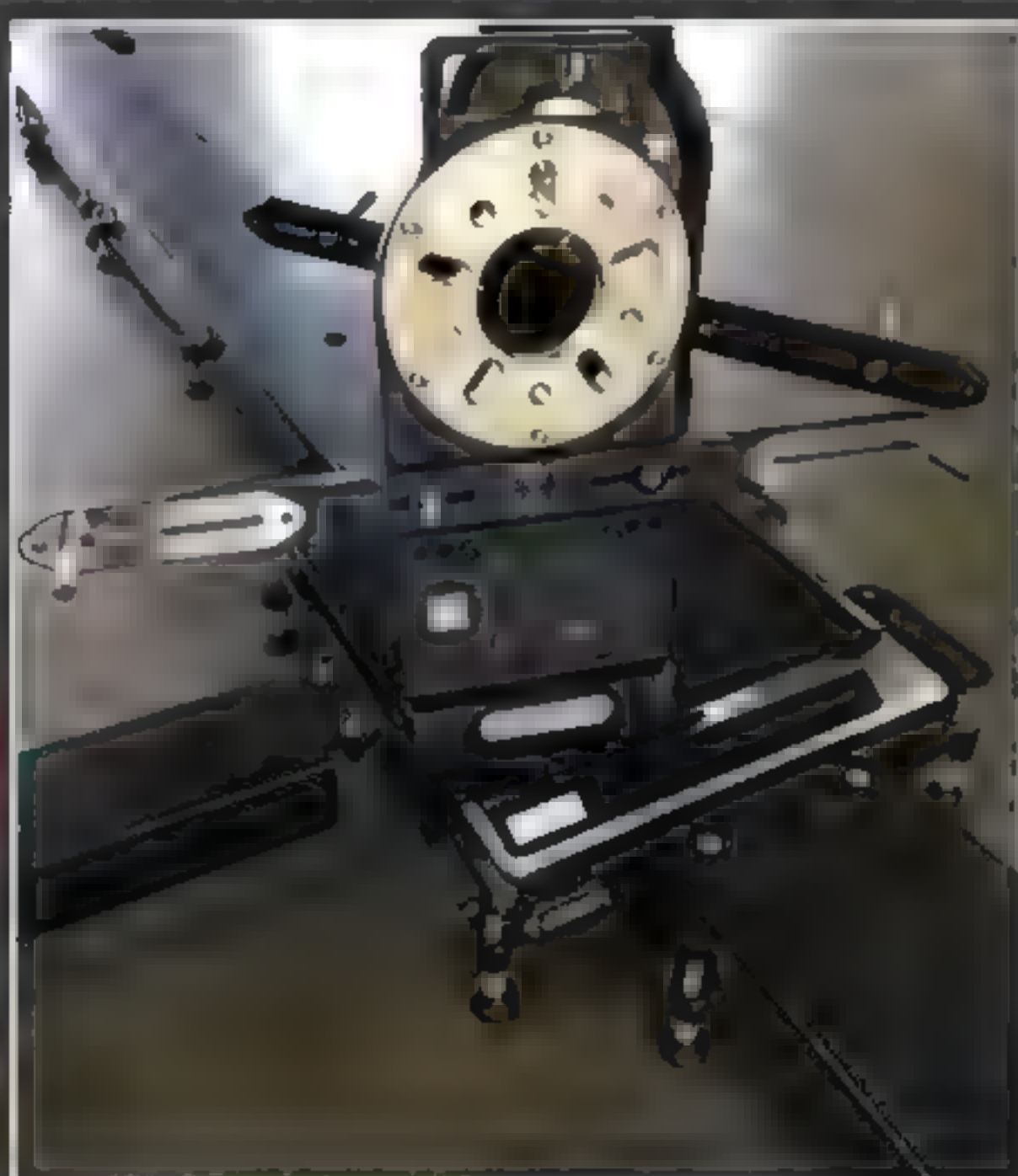
"To do that on the medium tyre while everyone else was on the softs, I'm over the moon with," professed Sutton, now recovered from his Saturday ailment. "If I'm honest, the aim was to stay sixth, but we found a little bit of fire in my belly rather than an illness."

How that showed in race two... From fourth on the grid, he was up to third halfway round the opening lap, when Cook and Sutton both passed Proctor. Cook >>



Turkington runs wide on final lap, allowing Sutton through to win

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had chosen to get rid of his medium tyres in this race, so after an early safety car he was very much living on borrowed time, with 57kg of success weight on his Honda. Sure enough, Sutton speared down the inside at the hairpin and set off after Turkington.

By this time, the BMW led the Infiniti by 1.310s, and the gap went up for a couple of laps. But then it began to diminish. With 12 laps to go, Sutton was on Turkington's rear bumper, and the leader was having to defend. Next time around, he tried around the outside of the hairpin, but was ushered gently towards the grass on the exit, costing him momentum. Then drama: a late safety car; could the race even finish under caution? Sadly, for Turkington, that wasn't the case. The green flags flew with three laps remaining, and then came the defining moment the final time through the chicane.

"We capitalised on Colin running a bit more weight, and it led to us piling that pressure on and a little mistake coming at the end," grinned Sutton. "There were a few places I've shown my nose, he said 'no that's not happening,' so I said 'fair enough.' I knew my strong point was the chicane and that's where I was gaining time, and I put together a strong Turns 1/2/3, and he obviously felt a bit more pressure into the chicane and we were able to pick up the pieces. I love racing someone like Colin where there's mutual respect – we leave each other room."

"It's a tiny... I don't even know if you'd call it a mistake," rued Turkington. "It's just a reaction off the kerb that kicks the car. You're threading the needle through there and I got it right 24 out of 25 times. I was thankful it



didn't cost me more than one place. I just kicked a bit too much kerb [on the first apex], and with weight in the car it's just difficult to judge it compared to no weight."

Hill continued his strong weekend, and was another to pass Cook (who knew "I just had to pick my battles" on the medium tyre). Bearing in mind the Turkington/Sutton scrap, Hill could have inserted his Ford into the battle for victory. Problem was, he had the Excelr8 Hyundai of a lapped Rick Parfitt in front of him at the late restart. As a result, the fuming Hill was 2.0s down on Sutton as he took the green flag, yet just 1.770s adrift of the Infiniti as he took the chequered... "A fantastic result," he said nevertheless. "We had an all right car in race one and

they just made it a hell of a lot better."

Yet Hill would not be the front-wheel-drive man to win on this day... Like Sutton, Ingram had taken his medium-tyre medicine in race one. He'd struggled with the 66kg of success weight aboard the Hyundai, with only a big last-lap improvement netting him ninth in qualifying. Race one turned into warfare with marauding Scottish trio Aiden Moffat, Gordon Shedden and Rory Butcher. In a William Wallace-pleasing result, they defeated the urbane Buckinghamshire man, although he gave as good as he got. He finished 10th, but was now down to 9kg of ballast for race two, and had soft tyres to use for the rest of the day.

Again he was being led by those Scots, >>

FROM HOY TO TURKINGTON: 100 WINS IN 23 YEARS

When the late Will Hoy drove his Ford Mondeo to victory at Silverstone on 26 April 1998, it represented the first British Touring Car Championship race win for West Surrey Racing. As the moustachioed Hoy – a lovely man

who is much missed – celebrated his success, a 16-year-old BTCC superfan was just starting out on his maiden season in car racing, a year that would end in his claiming the hotly contested Northern Irish Metro Championship. How could

Colin Turkington have ever guessed that, 23 years later, he would claim the team's 100th BTCC win at Knockhill?

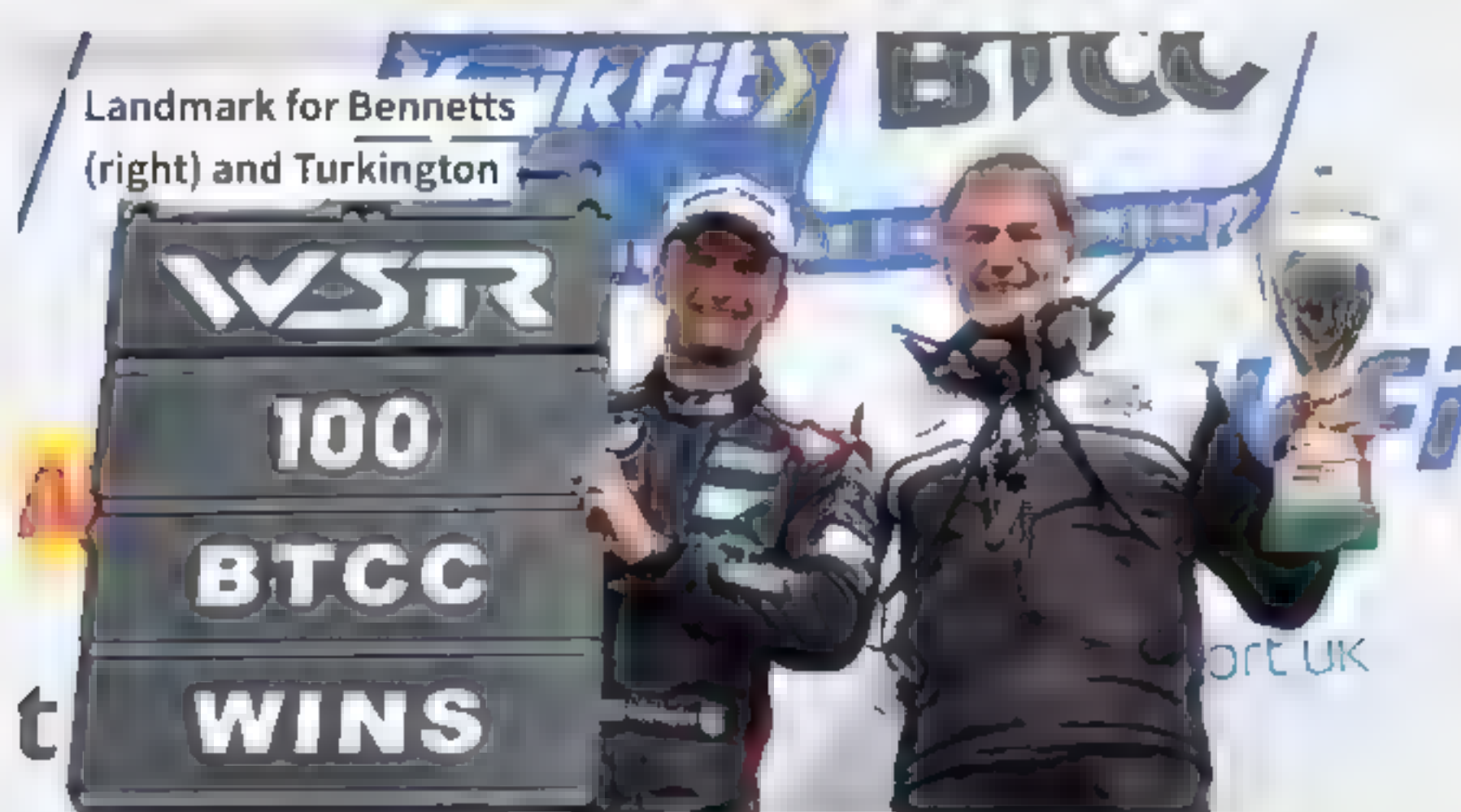
To be fair, Hoy's win was regarded as something of a fluke at the time, without wishing to denigrate driver or team. This was the height of the Super Touring era, WSR had crossed over from Formula 3 for 1996 with Ford, and the Blue Oval wasn't doing things properly. The cars, built by Schubel and then Reynard, were late in delivery, and WSR had a lot of bugs to iron out, as well as the distraction of running Nigel Mansell in selected races. On that happy Silverstone day, a strategy masterstroke in wet-dry

conditions played the largest part.

WSR properly established itself in the BTCC in 1999 when it went to Honda. In 2001, it began a relationship with MG, during which Turkington came on board, but the biggest part of the success has come with BMW, starting in 2007 with the Super 2000 320si.

"It's fantastic for Col to get WSR's 100th win," smiled team boss Dick Bennetts. "But also it's WSR's and BMW's 75th win together. That makes me feel old!"

Somewhere there's a youngster watching it all who could one day claim the 200th. And by that time Bennetts will be ancient, but he'll still be running the show with his headphones on.





Ingram, here reducing tyre wear, scored fine win in reversed-grid race...

only for a Butcher/Moffat clash to remove one Toyota and one Infiniti out his path and trigger the final safety car. Ingram then passed Proctor after the restart and finished sixth, behind the Team Dynamics Honda of Shedden. "Everyone seems to be filling gaps when they're not really there," said Ingram after a particularly bruising battle with Butcher. "We've struggled with the weight, and it's been hard to watch Ash go forward with it. And on the medium tyre it felt like 19/20s slower a lap. We just wanted to hold station and get rid of some weight."

But Ingram had set himself up beautifully for the final race. Now with 33kg on the Hyundai, he lined up fourth on the reversed grid on soft Goodyears. In front of him, Jelley, Jason Plato and Proctor all had to use medium tyres. Proctor was dispatched into McIntyre's on the opening lap, so now Ingram was third. An early safety car, caused by Cook parking on the grass with fuel-pressure problems, made little difference, and the race resumed with Jelley having to get his elbows out to defend from Plato's Power Maxed Vauxhall.

On the 10th lap of 25, Plato got a run on Jelley out of Clark's and had little option but to feint to his outside into the hairpin. That gave Ingram a chink of light on the inside, and he took it instantly. The Hyundai gave the Vauxhall a shoulder-rub on the exit just to make sure, sending Plato wide and allowing Proctor up into third.

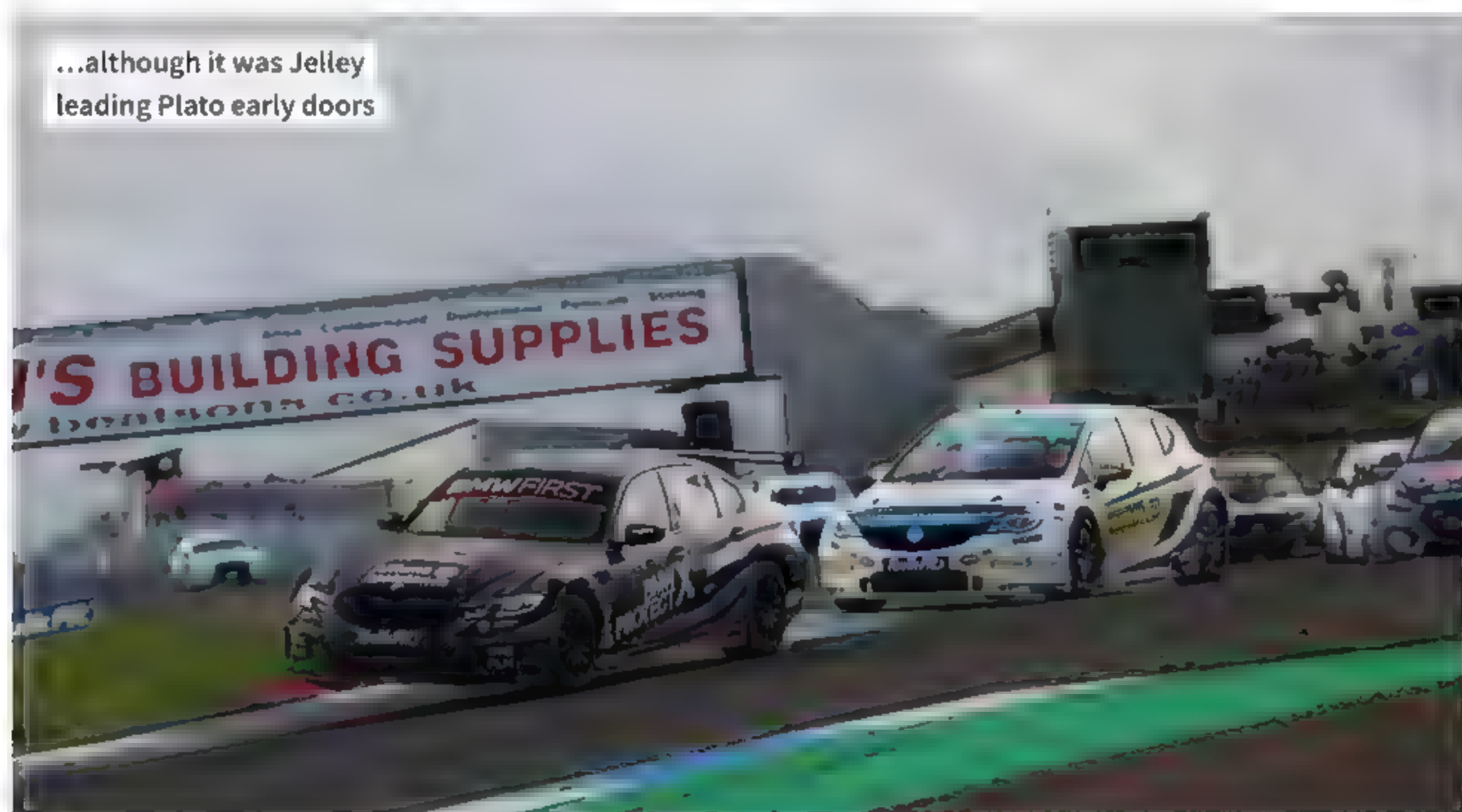
Now came Ingram's moment. He sat behind the BMW for a few laps, worked out where he was stronger, and then pulled off a peach of a move at the hairpin. Jelley defended, Ingram went outside and then, as the leader gave himself sufficient arc to make the corner, he stuffed his Hyundai at the last gasp into the hole on the inside. Jelley's lost momentum also allowed Proctor in front.

"I'd read Stephen a couple of laps previous," enthused Ingram. "I could see that I was a little better onto the brakes into the hairpin. I thought I'd only get one chance, so the lap previous I just looked to see what he did. I didn't move too much. I just looked to see if he defended it then opened it up, and he did. I didn't need a second invitation." Impressively, Proctor, on the medium tyres,

didn't let Ingram get more than a second in front, but the Hyundai had a glitch. "I lost the flat-shift in the car," said Ingram, "so I was having to lift off on upshifts."

Jelley's post-pass wobble left him prone to attack from behind, but it was Hill who came off worse, his attempted move into Clark's being blocked off and allowing Shedden and Sutton to pass. He then refused to back out of a battle with Smiley, careering over the grass at Duffus Dip and ending up in the pits with his brakes on fire. Sutton, meanwhile, so nearly grabbed fourth with 75kg on his Infiniti as he overlapped Shedden at the finish line. And along the way, significantly, he'd passed Turkington, who had a brief off onto the grass at Clark's and finished eighth.

"I'm just glad I woke up on the right side of the bed this morning — that's all I can say," reflected Sutton, referencing his Saturday illness. "It's damage-limitation but somehow we clawed our way up to fifth, outscoring some key people. Tom, we were never going to outscore — he should have won the race, which he did. I think that's the best job we could do in those circumstances." On such performances BTCC titles are made, but perhaps we'll look back on the last lap of race two as the moment when the pendulum swung decisively in 2021. ✂



...although it was Jelley leading Plato early doors



P76 SUPPORTS REPORTS

The big winners in British F4, Mini Challenge, Porsche Cup and more.

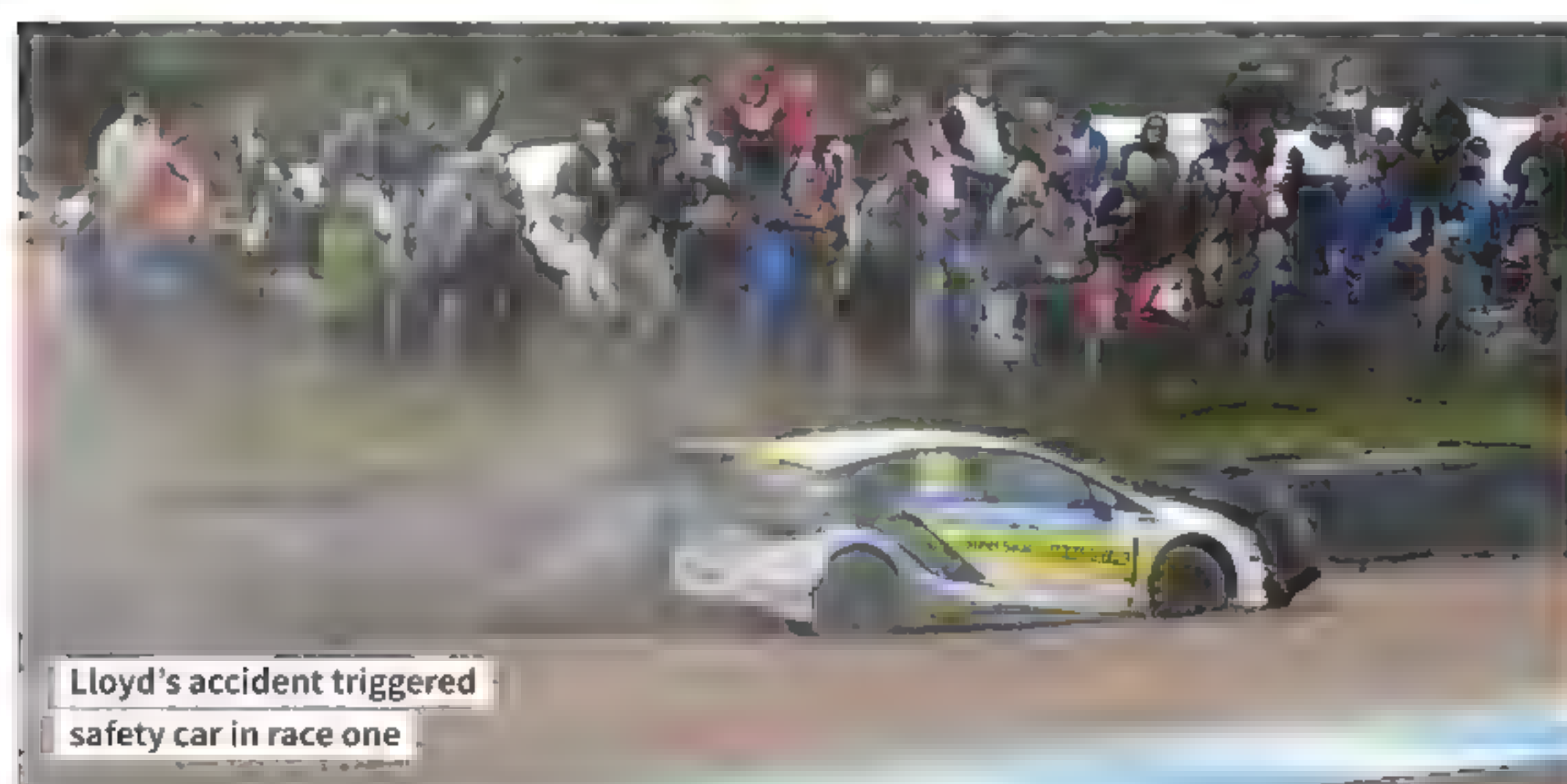
RESULTS ROUND 5/10, KNOCKHILL (GBR), 15 AUGUST RACE 1 (27 LAPS – 34.206 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Colin Turkington (GBR)	West Surrey Racing / BMW 330i M Sport (15kg)	26m03.813s
2	Senna Proctor (GBR)	BTC Racing / Honda Civic Type R	+4.254s
3	Josh Cook (GBR)	BTC Racing / Honda Civic Type R (27kg)	+8.076s
4	Ash Sutton (GBR)	Laser Tools Racing / Infiniti Q50 (75kg) (M)	+8.643s
5	Chris Smiley (GBR)	Excelr8 Motorsport / Hyundai i30 N	+12.071s
6	Jake Hill (GBR)	MB Motorsport (Motorbase) / Ford Focus (48kg)	+13.061s
7	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50 (M)	+13.111s
8	Gordon Shedden (GBR)	Team Dynamics / Honda Civic Type R (33kg) (M)	+16.273s
9	Rory Butcher (GBR)	Speedworks Motorsport / Toyota Corolla (21kg)	+25.848s
10	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N (66kg) (M)	+27.688s
11	Stephen Jelley (GBR)	West Surrey Racing / BMW 330i M Sport (9kg)	+27.899s
12	Tom Chilton (GBR)	Ciceley Motorsport / BMW 330i M Sport	+28.167s
13	Adam Morgan (GBR)	Ciceley Motorsport / BMW 330i M Sport (39kg)	+28.487s
14	Jason Plato (GBR)	Power Maxed Racing / Vauxhall Astra	+29.759s
15	Dan Rowbottom (GBR)	Team Dynamics / Honda Civic Type R (57kg) (M)	+30.167s
16	Jack Goff (GBR)	Team Hard / Cupra Leon	+30.727s
17	Sam Smelt (GBR)	Speedworks Motorsport / Toyota Corolla	+32.558s
18	Carl Boardley (GBR)	Laser Tools Racing / Infiniti Q50 (M)	+33.619s
19	Sam Osborne (GBR)	Motorbase Performance / Ford Focus (M)	+34.705s
20	Jack Butel (GBR)	Excelr8 Motorsport / Hyundai i30 N (M)	+35.693s
21	Rick Parfitt (GBR)	Excelr8 Motorsport / Hyundai i30 N (M)	+38.341s
22	Jack Mitchell (GBR)	Team Hard / Cupra Leon (M)	+38.665s
23	Paul Rivett (GBR)	Motorbase Performance / Ford Focus (M)	+39.317s
24	Nicolas Hamilton (GBR)	Team Hard / Cupra Leon	+39.869s
25	Aron Taylor-Smith (IRL)	Team Hard / Cupra Leon (M)	+41.021s
26	Jade Edwards (GBR)	BTC Racing / Honda Civic Type R (M)	-1 lap
R	Ollie Jackson (GBR)	MB Motorsport (Motorbase) / Ford Focus (M)	22 laps-brakes
R	Tom Oliphant (GBR)	West Surrey Racing / BMW 330i M Sport	21 laps-toelink
R	Dan Lloyd (GBR)	Power Maxed Racing / Vauxhall Astra	3 laps-wheel/accident

Winner's average speed 78.74mph. **Fastest lap** Turkington 51.006s, 89.42mph.
(M) = medium tyre.

QUALIFYING

1 Turkington 50.836s; **2 Proctor** 50.953s; **3 Smiley** 51.004s; **4 Cook** 51.019s; **5 Hill** 51.021s; **6 Sutton** 51.035s; **7 Moffat** 51.036s; **8 Butcher** 51.047s; **9 Ingram** 51.079s; **10 Oliphant** 51.101s; **11 Shedden** 51.120s; **12 Lloyd** 51.187s; **13 Morgan** 51.245s; **14 Jelley** 51.262s; **15 Plato** 51.273s; **16 Chilton** 51.295s; **17 Jackson** 51.349s; **18 Goff** 51.390s; **19 Rowbottom** 51.487s; **20 Osborne** 51.520s; **21 Smelt** 51.617s; **22 Edwards** 51.668s; **23 Taylor-Smith** 51.686s; **24 Rivett** 51.729s; **25 Boardley** 51.763s; **26 Mitchell** 51.772s; **27 Butel** 51.908s; **28 Hamilton** 52.141s; **29 Parfitt** no time



Lloyd's accident triggered safety car in race one



Two podiums was good return for Proctor

GRID RACE 2 Decided by result of Race 1.

RACE 2 (27 LAPS – 34.206 MILES)

1 Sutton (48kg) 27m06.766s; **2 Turkington** (75kg) +1.043s; **3 Hill** (33kg) +1.770s; **4 Cook** (57kg) (M) +2.258s; **5 Shedden** (21kg) +2.672s; **6 Ingram** (9kg) +3.202s; **7 Proctor** (66kg) +4.427s; **8 Plato** +4.829s; **9 Jelley** +5.068s; **10 Boardley** +5.656s; **11 Moffat** (27kg) +8.393s; **12 Goff** +8.714s; **13 Smiley** (39kg) (M) +9.246s; **14 Butel** +10.003s; **15 Taylor-Smith** +13.090s; **16 Morgan** +13.197s; **17 Oliphant** (M) +13.503s; **18 Rowbottom** +14.535s; **19 Rivett** +14.825s; **20 Osborne** +14.862s; **21 Mitchell** +15.386s; **22 Jackson** +16.649s; **23 Edwards** +18.008s; **24 Smelt** +18.188s; **25 Chilton** +18.401s; **26 Lloyd** +19.010s; **27 Parfitt** -1 lap; **R Butcher** (15kg) 21 laps-accident; **R Hamilton** (M) 0 laps-accident.

Winner's average speed 75.70mph. **Fastest lap** Sutton 51.145s, 89.18mph.

GRID RACE 3 Decided by result of Race 2, with top 9 reversed.

RACE 3 (25 LAPS – 31.673 MILES)

1 Ingram (33kg) 22m23.760s; **2 Proctor** (27kg) (M) +1.383s; **3 Jelley** (15kg) (M) +4.658s; **4 Shedden** (39kg) +5.211s; **5 Sutton** (75kg) +5.273s; **6 Smiley** +6.033s; **7 Moffat** +6.432s; **8 Turkington** (66kg) (M) +10.298s; **9 Plato** (21kg) (M) +11.932s; **10 Rowbottom** +12.546s; **11 Boardley** (9kg) +16.436s; **12 Taylor-Smith** +16.883s; **13 Morgan** (M) +17.076s; **14 Oliphant** +17.507s; **15 Jackson** +18.575s; **16 Butel** +19.350s; **17 Osborne** +19.796s; **18 Lloyd** (M) +20.405s; **19 Edwards** +23.312s; **20 Butcher** (M) +23.466s; **21 Rivett** +24.111s; **22 Mitchell** +24.420s; **23 Chilton** (M) +24.482s; **24 Smelt** (M) +25.027s; **25 Parfitt** +25.120s; **26 Goff** (M) +38.599s; **R Hill** (57kg) (M) 22 laps-brakes; **NC Hamilton** 21 laps; **R Cook** (48kg) 0 laps-fuel pressure.

Winner's average speed 84.85mph.

Fastest lap Butcher 51.560s, 88.46mph.

CHAMPIONSHIP

1 Sutton 172; **2 Ingram** 158; **3 Turkington** 138; **4 Shedden** 129; **5 Hill** 128; **6 Cook** 123; **7 Rowbottom** 121; **8 Jelley** 113; **9 Moffat** 108; **10 Morgan** 106.

NEXT EVENT

THRUXTON 2 SEPTEMBER ISSUE

Hampshire is Honda territory. So stand by for major gains for Cook, Shedden, Rowbottom and Proctor.

Power to the lapped people at Indianapolis

INDYCAR
INDIANAPOLIS (USA)
14 AUGUST
ROUND 10/14

During the third of four stints in last Saturday's second Indianapolis road-course race of the season, Will Power became incensed. His Team Penske Dallara-Chevrolet was leading by nine seconds ahead of Colton Herta when he came up to lap Herta's Andretti Autosport team-mate, the struggling James Hinchcliffe. At a track where drawing within a second of the car in front will move you around in the dirty air and accelerate tyre wear, Power's pass needed to be swift.

Because the pace car picks up the leader in caution periods, so the cars ahead of the leader get waved around to the back of the field — thereby regaining almost a full lap — backmarkers are desperate to stay on the lead lap, and IndyCar seldom shows the blue flag.

"The way I caught [Hinchcliffe], I thought we could get past him no problem," said Power. "When I got to him, I saw he was using push-to-pass [60bhp extra boost] to keep me behind... It blows my mind that we are such a competitive series, and yet you've got to fight someone who's last. It's crazy racing someone who's a lap down."

As Power pointed out, there is an easy remedy, should IndyCar be so inclined: "Anyone who's a lap down, give them their lap back. Then they won't fight to stay on the lead lap."

Power saw his lead shrink from nine to four seconds, and when the team pitted him for the final time to put him in clean air, the Andretti squad stopped Hinchcliffe



A rare shot of Power last weekend without Hinchcliffe in front

simultaneously. Power's crew won the pitlane battle, but the Australian fumbled his exit. "It was in second gear!" said Power. "I stalled, then re-clutched and fortunately it started... I'm like, 'We are still going to be behind this dude.' I was kind of relieved when the yellow came, like, 'Thank God he's gone!'"

That first yellow of the day, on lap 68 of the 85-lap race, was to retrieve the car of points leader Alex Palou, who had struggled with engine-mapping issues from the start yet had prevailed in a battle with Alexander Rossi, Jack Harvey and polesitter Pato O'Ward to run fourth. Then, once ahead of his title rivals, Palou's engine blew.

Incredibly, four drivers had qualified within 0.05s of O'Ward: Power, May's polesitter here Romain Grosjean, debutant Christian Lundgaard and Herta.

O'Ward, starting on a scrubbed set of Firestone alternate (softer) tyres, held the

lead at the start, but Power on primaries was able to stay within 3.5s of the Arrow McLaren SP machine, on a day when reds should have provided O'Ward with a 0.8s per lap advantage. At the end of lap 13, Power made his first stop to take on softer-compound tyres, while O'Ward went three laps longer to try to extend his advantage before switching to primaries.

But Power, revelling in the grip of the reds, had just set the fastest lap of the race and, on O'Ward's out-lap, the Penske driver went for him like a hawk on a fieldmouse, outbraking the Mexican into Turn 10. Power not only stretched his advantage over O'Ward to a dozen seconds during that second stint, but Herta and Grosjean — running the same black-red-red-red tyre strategy as Power across the four stints — also deposed O'Ward. They couldn't gain on the leader, but they then engaged in their own duel.



O'Ward got in front at the start and led the opening stint



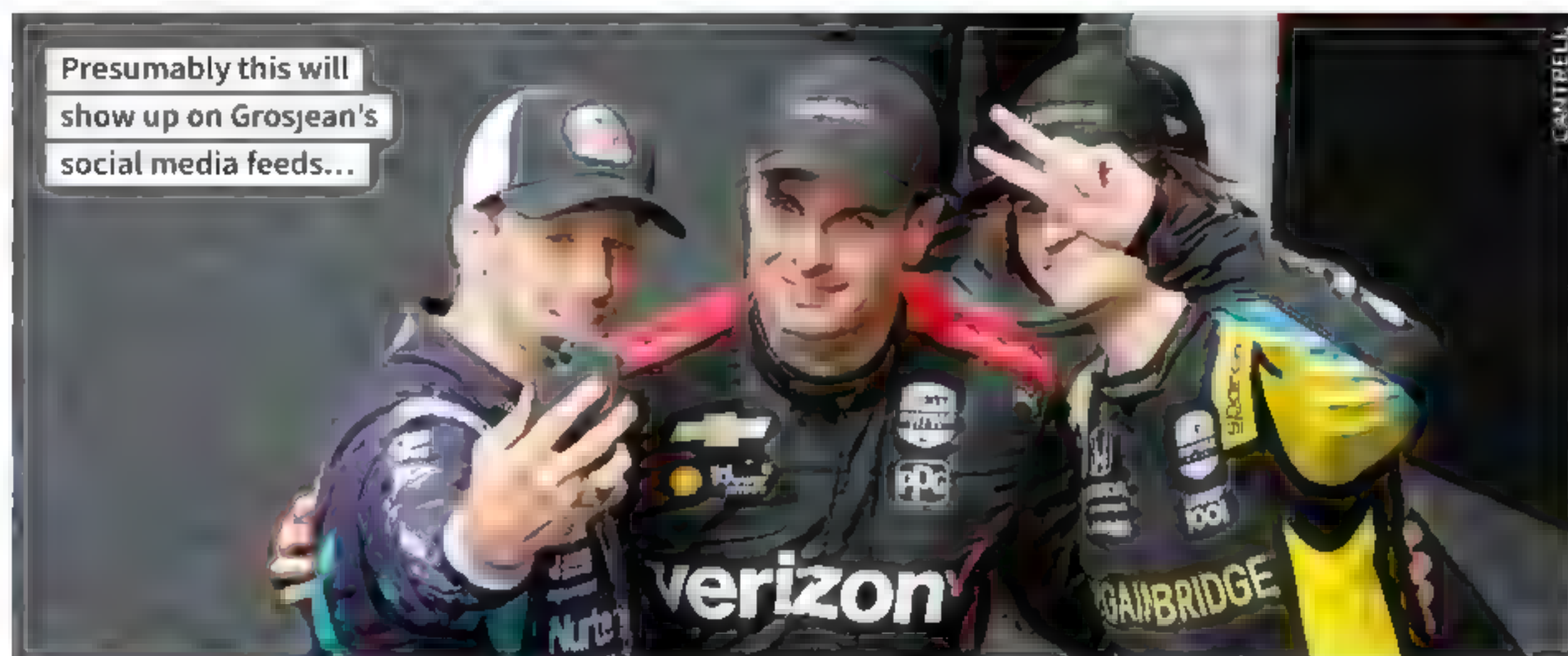
Palou was making strong progress until engine failure



This was resolved on the first restart on lap 71, when Grosjean's Dale Coyne Racing car outbraked Herta around the outside of Turn 1 and made it stick. The second and final restart came just eight laps later, after a caution to bumpstart Rinus VeeKay, who had been pitched into a spin by rookie Scott McLaughlin. VeeKay, the winner of the May race on this course, had never looked the same threat this weekend.

On this second restart, Power held off Grosjean, who in turn faced no retaliatory threat from Herta, or from Rossi and O'Ward, although the latter pair duelled for a lap and a half. O'Ward was OK with fifth, the result regaining him second in the championship, and now only 21 points behind the unlucky Palou. Penske's Josef Newgarden, who qualified down in 14th and started 20th as punishment for running his fifth engine of the year, clawed up to eighth. Dixon, who spun in qualifying and lost his best times, climbed from 26th to take 13th.

DAVID MALSHER-LOPEZ



RESULTS ROUND 10/14, INDIANAPOLIS (USA), 14 AUGUST (85 LAPS - 207.315 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Will Power (AUS)	Team Penske / Dallara-Chevrolet	1h49m38.0811s
2	Romain Grosjean (FRA)	Dale Coyne Racing / Dallara-Honda	+1.1142s
3	Colton Herta (USA)	Andretti Autosport / Dallara-Honda	+2.3498s
4	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	+3.4382s
5	Pato O'Ward (MEX)	Arrow McLaren SP / Dallara-Chevrolet	+4.1052s
6	Jack Harvey (GBR)	Meyer Shank Racing / Dallara-Honda	+5.3233s
7	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+5.8553s
8	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+6.2497s
9	Marcus Ericsson (SWE)	Chip Ganassi Racing / Dallara-Honda	+7.0080s
10	Takuma Sato (JPN)	Rahal Letterman Lanigan Racing / Dallara-Honda	+7.9449s
11	Conor Daly (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+9.3596s
12	Christian Lundgaard (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	+9.8379s
13	Felix Rosenqvist (SWE)	Arrow McLaren SP / Dallara-Chevrolet	+10.6234s
14	Ed Jones (ARE)	Dale Coyne Racing / Dallara-Honda	+12.1199s
15	Sebastien Bourdais (FRA)	AJ Foyt Enterprises / Dallara-Chevrolet	+12.5781s
16	Simon Pagenaud (FRA)	Team Penske / Dallara-Chevrolet	+16.4169s
17	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	+17.1924s
18	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	+17.3273s
19	Jimmie Johnson (USA)	Chip Ganassi Racing / Dallara-Honda	+18.1585s
20	Max Chilton (GBR)	Carlin / Dallara-Chevrolet	+18.7489s
21	Helio Castroneves (BRA)	Meyer Shank Racing / Dallara-Honda	+19.5451s
22	James Hinchcliffe (CAN)	Andretti Autosport / Dallara-Honda	+20.8450s
23	Scott McLaughlin (NZL)	Team Penske / Dallara-Chevrolet	+21.0115s
24	Rinus van Kalmthout (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+22.4946s
25	Cody Ware (USA)	Dale Coyne Racing / Dallara-Honda	-2laps
26	Dalton Kellett (CAN)	AJ Foyt Enterprises / Dallara-Chevrolet	-4laps
27	Alex Palou (ESP)	Chip Ganassi Racing / Dallara-Honda	67laps-engine
28	RC Enerson (USA)	Top Gun Racing / Dallara-Chevrolet	12laps-mechanical

Winner's average speed 113.458mph. **Fastest lap** Power 1m11.6919s, 122.474mph.

Q2 1 O'Ward 1m10.7147s; 2 Power 1m10.7214s; 3 Grosjean 1m10.7418s; 4 Lundgaard 1m10.7433s; 5 Herta 1m10.7631s; 6 Palou 1m10.8290s; 7 Harvey 1m10.8875s; 8 Daly 1m10.9532s; 9 van Kalmthout 1m11.0208s; 10 Rossi 1m11.0240s; 11 Ericsson 1m11.0342s; 12 Pagenaud 1m11.1346s.
Q1 - GROUP 1 Power 1m10.9988s; Harvey 1m11.1800s; Daly 1m11.3129s; Pagenaud 1m11.3160s; Herta 1m11.3896s; van Kalmthout 1m11.4208s; 13 Hunter-Reay 1m11.5084s; 14 Bourdais 1m11.5504s; 16 Rahal 1m11.5583s; 18 Chilton 1m11.5739s; 21 McLaughlin 1m11.6676s; 23 Castroneves 1m11.7319s; 25 Enerson

1m12.3344s; 27 Ware 1m13.7572s.
Q1 - GROUP 2 Rossi 1m10.9867s; Lundgaard 1m11.0511s; Palou 1m11.1296s; Grosjean 1m11.1957s; O'Ward 1m11.2094s; Ericsson 1m11.2510s; 15 Sato 1m11.4174s; 17 Jones 1m11.4360s; 19 Rosenqvist 1m11.5340s; 20 Newgarden 1m11.3623s; 22 Johnson 1m11.8624s; 24 Hinchcliffe 1m12.0813s; 26 Dixon 1m12.2660s; 28 Kellett 1m12.5494s. * - grd penalty.
CHAMPIONSHIP
1 Palou 415; 2 O'Ward 394; 3 Dixon 381; 4 Newgarden 360; 5 Ericsson 353; 6 Rahal 312; 7 Herta 311; 8 Pagenaud 295; 9 Power 278; 10 van Kalmthout 269.



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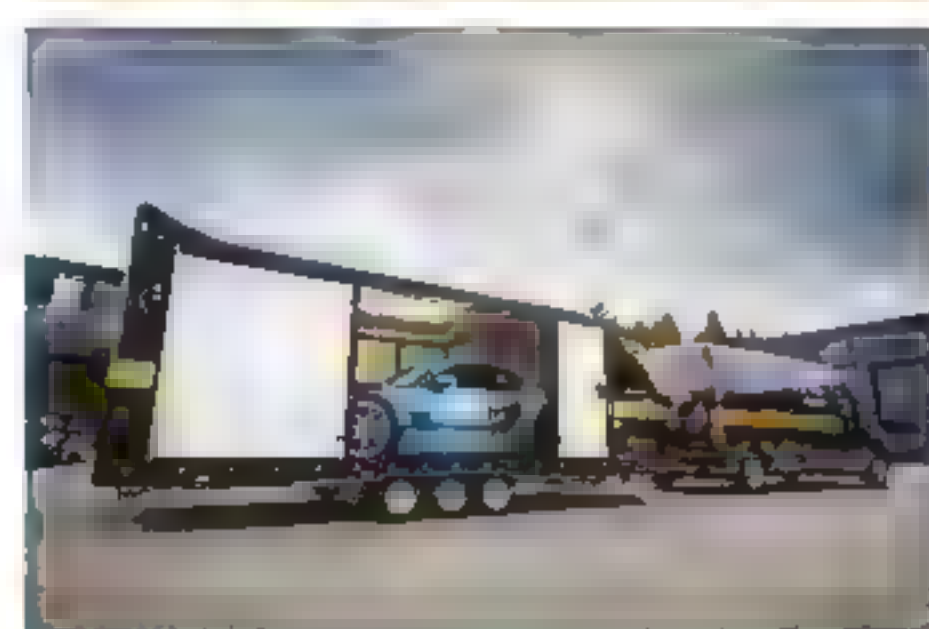
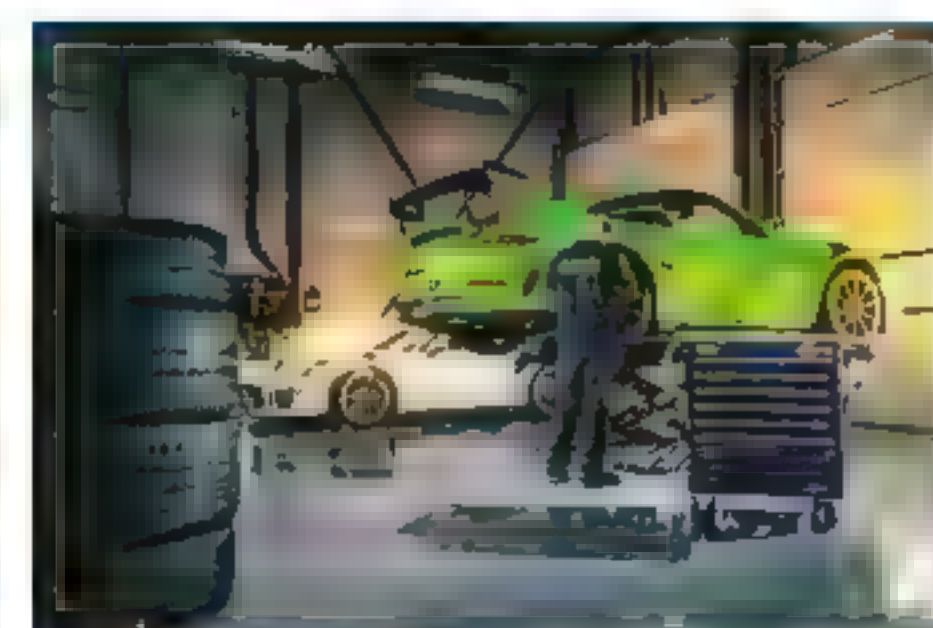
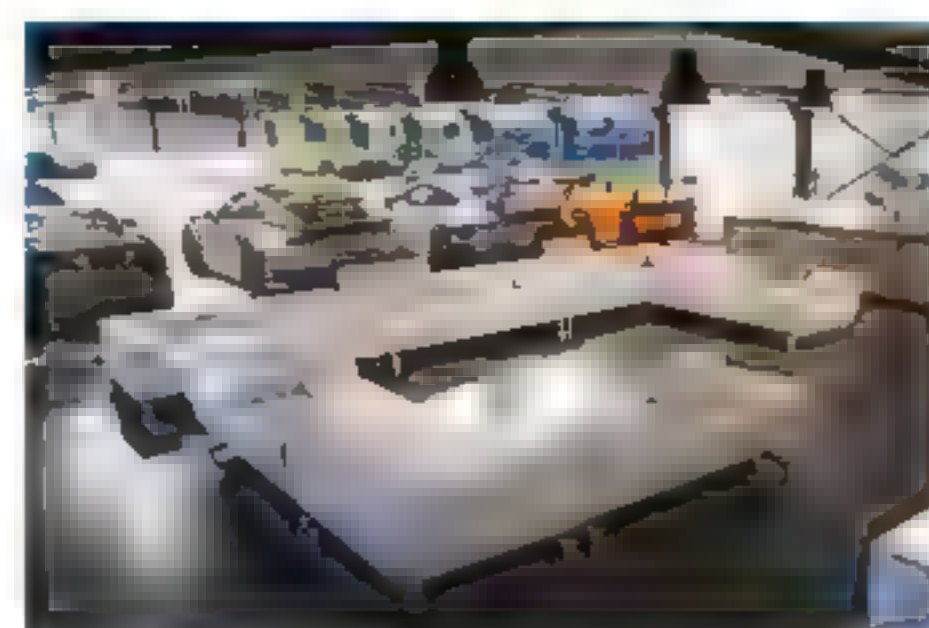
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AJ (no, not that one) takes the win at Indy...

NASCAR CUP
INDIANAPOLIS (USA)
15 AUGUST
ROUND 24/36

After nearly three decades of competition on the iconic oval at Indianapolis Motor Speedway, this year the NASCAR Cup series made its debut on the 2.4-mile, 14-turn infield circuit. In this small slice of history, part-time Kaulig Racing driver AJ Allmendinger emerged as the shock winner.

Much of the race featured a duel between third-starting Chase Elliott and his second-row rival and Hendrick Chevrolet team-mate Kyle Larson but, late in the final stage, the kerbing came apart in Turn 6, which caused two multi-car shunts and two red flags for track repairs.

The contest eventually went into a second overtime with Denny Hamlin leading at the start, followed by Chase Briscoe. But the Stewart-Haas Racing Ford of Briscoe went off the track at Turn 1, cut the course and emerged in Turn 3 ahead of Hamlin. Briscoe was immediately penalised by NASCAR but he remained on the circuit, spinning out



Allmendinger leads a pack around Indy road course

Hamlin's Joe Gibbs Racing Toyota later in the lap before eventually serving his penalty.

That meant Allmendinger and his Kaulig Chevrolet inherited the lead and held off Ryan Blaney's Team Penske Ford on the final lap to earn just his second win at Cup level.

"That was an insane race with the kerbing," he said. "We were 17th with nine

laps to go and I was like, 'All right, maybe we get a top 10.' Luckily, we've got a team owner that says to go trophy hunting. He doesn't care if the car is wrecked. 'Bring it back on the wrecker or you go win the race.'"

Larson ended up third, Elliott fourth and Matt DiBenedetto rounded out the top five.

JIM UTTER

...but he can't beat Penske

NASCAR XFINITY SERIES
INDIANAPOLIS (USA)
14 AUGUST
ROUND 21/33

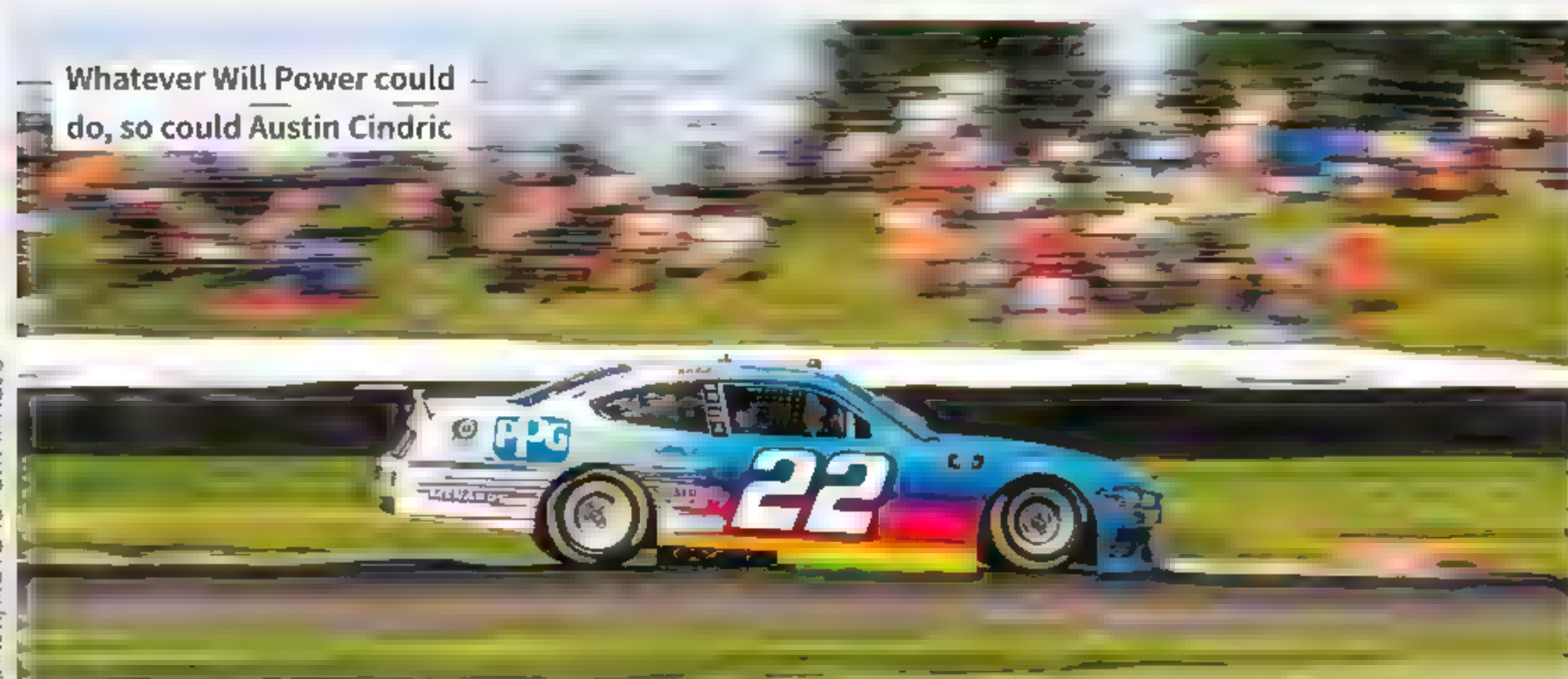
Reigning NASCAR Xfinity Series champion Austin Cindric helped complete a perfect day at Indianapolis for his team boss and track owner Roger Penske. Shortly after Penske's Will Power earned his first IndyCar Series win of the 2021 season on the road course, Cindric held off a determined AJ Allmendinger

to win Saturday's stock car bout.

The win was Ford Mustang driver Cindric's fifth of the campaign but surprisingly, given that five of Cindric's 13 career wins have come on road courses, it was the first this year on a non-oval.

Although Allmendinger would finish runner-up by 2.1s, he only had to wait 24 hours before taking to the top step of the podium in the main Cup event. Fellow Chevrolet Camaro racer Justin Haley, meanwhile, completed the podium.

JIM UTTER



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WEEKEND WINNERS

NASCAR CUP
INDIANAPOLIS
 AJ Allmendinger (below)
 Kaulig Racing (Chevrolet Camaro ZL1 1LE)

NASCAR XFINITY SERIES
INDIANAPOLIS
 Austin Cindric
 Team Penske (Ford Mustang)

ARGENTINIAN SUPER 2000
TOAY
 Matias Rossi
 Toyota Gazoo Racing (Toyota Corolla)



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Slick-shod Binder plays a blinder as the heavens open in Austria



MOTOGP
RED BULL RING (AUT)
15 AUGUST
ROUND 11/19

Pondering the greatest-ever finish to a motor race is a debate that inevitably sparks passionate arguments. But Brad Binder's shock victory in last weekend's Austrian Grand Prix after a brave call to stay out on slicks at a wet Red Bull Ring is certainly a worthy addition to the long list.

MotoGP hasn't been short of drama in the 2021 season, but the breathless action in the second race of the Austrian double-header — run in front of the largest crowd since the start of the pandemic — was another reminder of why we should savour this golden era of the series.

It was also a reminder of Binder's class. His maiden top-flight victory three races into his rookie season last year was proof enough. But, as he carried on towards Turn 10 at the end of lap 25 of 28 while race leader Marc Marquez, Francesco Bagnaia, Fabio Quartararo, Joan Mir and Jorge Martin peeled into the pitlane to change to their wet-weather bikes, Binder delivered a masterful display of bike control.

The race up to that point had been run under the threat of the Styrian mountains receiving a heavy downpour from the menacing clouds that swirled above. But save for a few spits, the track remained dry. The threat remained just that.

For the first 20 or so laps, Binder's race was "horrendous" owing to a lack of grip from his medium rear tyre, which made life

on his KTM bike miserable. After rising to fourth from 16th in the preceding Styrian GP, 10th on the grid for last Sunday's encounter had him aiming for a podium.

Binder was circulating in sixth with eight laps to go, 5.5 seconds off the leading trio of Bagnaia, Marquez and Quartararo, who'd battled frantically in the dry part of the race to pull 1.7s clear of the rest of the pack, headed by the Pramac Ducati of Martin.

The dynamic of the race changed on lap 22. As Marquez lunged for the lead on Bagnaia at Turn 3, the rain was falling again and this time it was getting heavier. Two laps later, Binder was just 1.1s off the lead and right in the group as the top six came across the heaviest rain in the third sector.

As those who had swapped from dry to wet set-up fed back into the race, Binder led by 6.7s on lap 26 from those who'd also stayed out: Aleix Espargaro (Aprilia), Valentino Rossi (Petronas SRT Yamaha), Iker Lecuona (Tech3 KTM) and Luca Marini (Avintia Ducati). Binder's lap time on the penultimate lap was 4.4s quicker than Espargaro's, opening his lead to 11.1s as he started a "disaster" final tour.

By now, Binder's front brake and tyre had lost all temperature, the South African struggling to stay on track. A nonsensical 3s penalty for exceeding track limits was thrown his way post-race, though was later rescinded. Not that it would have made any difference as he somehow guided his slick-shod KTM through the downpour to claim one of MotoGP's most stunning



Late tumble belied strong performance for Marc Marquez

Bagnaia fought back from 10th place to finish second



Quartararo strengthened his position at the top of the points



RESULTS ROUND 11/19, RED BULL RING (AUT), 15 AUGUST (28 LAPS - 75.126 MILES)

POS	RIDER	TEAM	TIME
1	Brad Binder (ZAF)	KTM	40m43.928s
2	Francesco Bagnaia (ITA)	Ducati	+12.991s
3	Jorge Martin (ESP)	Pramac Ducati	+14.570s
4	Joan Mir (ESP)	Suzuki	+15.623s
5	Luca Marini (ITA)	Avintia Ducati	+17.831s
6	Iker Lecuona (ESP)	Tech3 KTM	+17.952s
7	Fabio Quartararo (FRA)	Yamaha	+19.650s
8	Valentino Rossi (ITA)	Petronas Yamaha	+20.150s
9	Alex Marquez (ESP)	LCR Honda	+20.692s
10	Aleix Espargaro (ESP)	Aprilia	+21.270s
11	Jack Miller (AUS)	Ducati	+28.144s
12	Danilo Petrucci (ITA)	Tech3 KTM	+28.193s
13	Takaaki Nakagami (JPN)	LCR Honda	+28.603s
14	Alex Rins (ESP)	Suzuki	+33.642s
15	Marc Marquez (ESP)	Honda	+38.459s
16	Pol Espargaro (ESP)	Honda	+43.384s
17	Cal Crutchlow (GBR)	Petronas Yamaha	+55.950s
R	Miguel Oliveira (PRT)	KTM	22 laps-accident
R	Johann Zarco (FRA)	Pramac Ducati	18 laps-accident
R	Enea Bastianini (ITA)	Avintia Ducati	6 laps-damage

WEEKEND WINNERS

MOTO2

RED BULL RING (AUT)
Raul Fernandez (below)
Red Bull KTM Ajo
(Kalex)

MOTO 3

RED BULL RING (AUT)
Albert Arenas
Valresa Aspar Team
Moto3
(KTM)



Winner's average speed 110.663mph. Fastest lap Quartararo 1m24.451s, 114.375mph.

QUALIFYING 2

1 Martin 1m22.643s; 2 Quartararo 1m22.677s; 3 Bagnaia 1m23.063s; 4 Zarco 1m23.120s; 5 M Marquez 1m23.227s; 6 Miller 1m23.320s; 7 Mir 1m23.378s; 8 A Espargaro 1m23.423s; 9 Oliveira 1m23.499s; 10 Binder 1m23.568s; 11 P Espargaro 1m23.738s; 12 Nakagami 1m23.990s.

QUALIFYING 1

Martin 1m23.197s; Oliveira 1m23.365s; 13 Rins 1m23.470s; 14 A Marquez 1m23.535s; 15 Bastianini 1m23.790s; 16 Lecuona 1m23.825s; 17 Marini 1m23.834s; 18 Rossi 1m23.939s; 19 Petrucci 1m24.405s; 20 Crutchlow 1m24.509s.

RIDERS' CHAMPIONSHIP

1 Quartararo 181; 2 Bagnaia 134; 3 Mir 134; 4 Zarco 132; 5 Miller 105; 6 Binder 98; 7 Maverick Vinales 95; 8 Oliveira 85; 9 A Espargaro 67; 10 Martin 64; 11 M Marquez 59; 12 Nakagami 55; 13 Rins 44; 14 A Marquez 41; 15 P Espargaro 41; 16 Franco Morbidelli 40; 17 Bastianini 31; 18 Petrucci 30; 19 Rossi 28; 20 Marini 27; 21 Lecuona 24; 22 Stefan Bradl 11; 23 Dani Pedrosa 6; 24 Lorenzo Savadori 4; 25 Michele Pirro 3; 26 Tito Rabat 1; 27 Crutchlow 0; 28 Garrett Gerloff 0.

MANUFACTURERS' CHAMPIONSHIP

1 Ducati 212; 2 Yamaha 209; 3 KTM 152; 4 Suzuki 138; 5 Honda 104; 6 Aprilia 68.

victories on KTM's home turf.

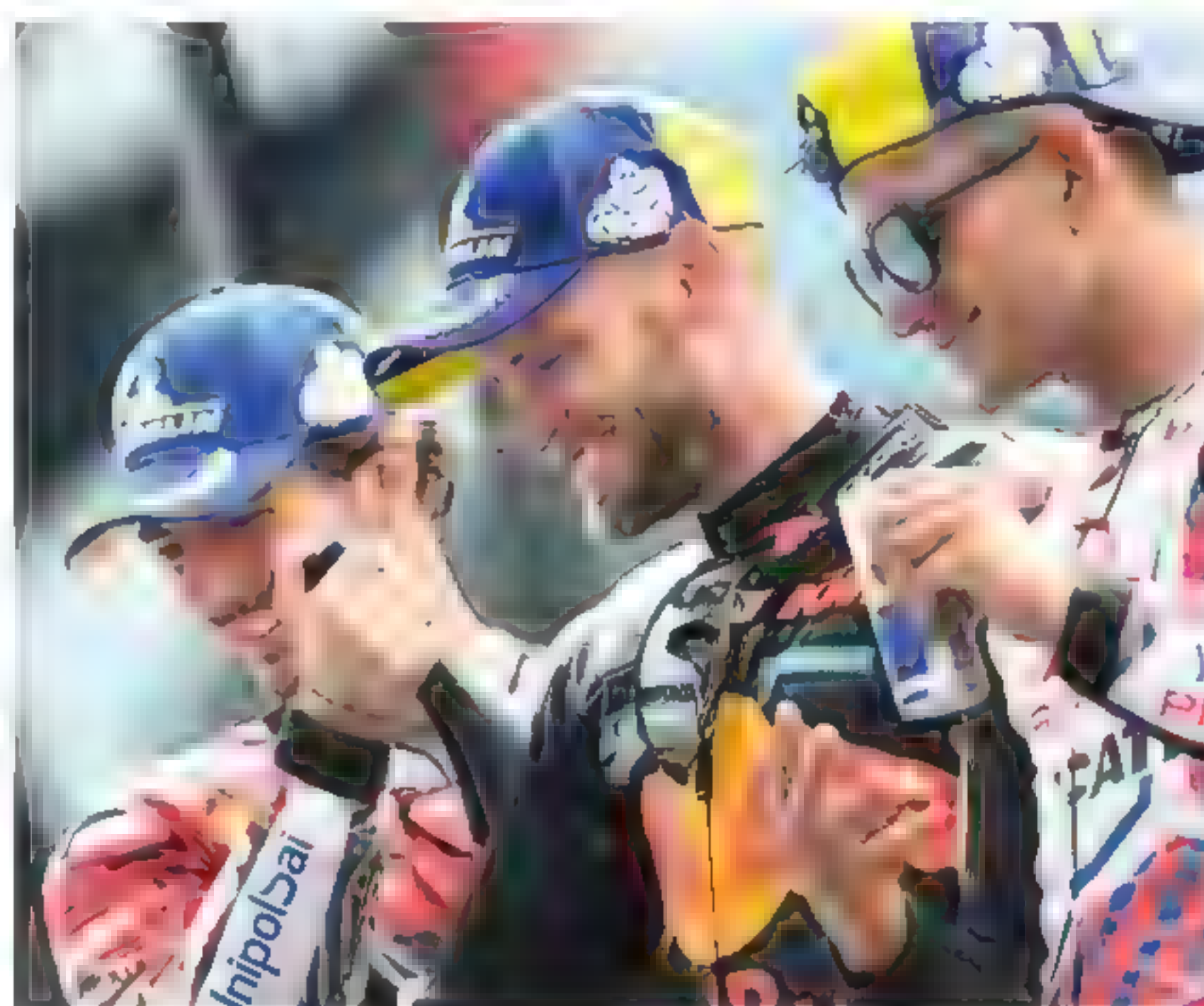
Bagnaia cut an "angry" figure when he rejoined on his wets down in 10th but, once his rubber was up to temperature, he overtook nine riders on a final lap that was 15s quicker than Binder's to salvage second, while Styrian GP maiden winner Martin was hot on his heels in third. Mir was a couple of seconds adrift in fourth on his Suzuki, Marini and Lecuona cruelly denied their first MotoGP podiums despite their bravery.

Seventh may not have been just reward for a race in which he looked in a strong position to win, but Quartararo leaves the Red Bull Ring having extended his championship lead from 40 to 47 points in the space of a week. It may well prove to be the day the 2021 title was won.

Rossi's wait for a 200th podium goes on after he slid — literally — to eighth ahead of Alex Marquez and Aleix Espargaro. Jack Miller's and Alex Rins's decisions to pit for wets on lap 22 didn't pay off, the pair chalking 11th and 14th, while Marc Marquez took the final point in 15th after a late crash at Turn 1.

But much like Quartararo, Marquez too left Austria over the moon. The only rider to run the soft rear slick in the dry part of the race, he put in the strongest performance of his comeback season. Though still having to manage the pain in his right arm with painkilling injections, the 'old' six-time MotoGP world champion continues to work his way back to the fore.

LEWIS DUNCAN



NEXT REPORT

BRITISH GRAND PRIX
2 SEPTEMBER
ISSUE

Silverstone hosts round 12 of the MotoGP season. Will Quartararo cement further his claim to this year's crown, and can Rossi end his wait for a 200th podium finish?

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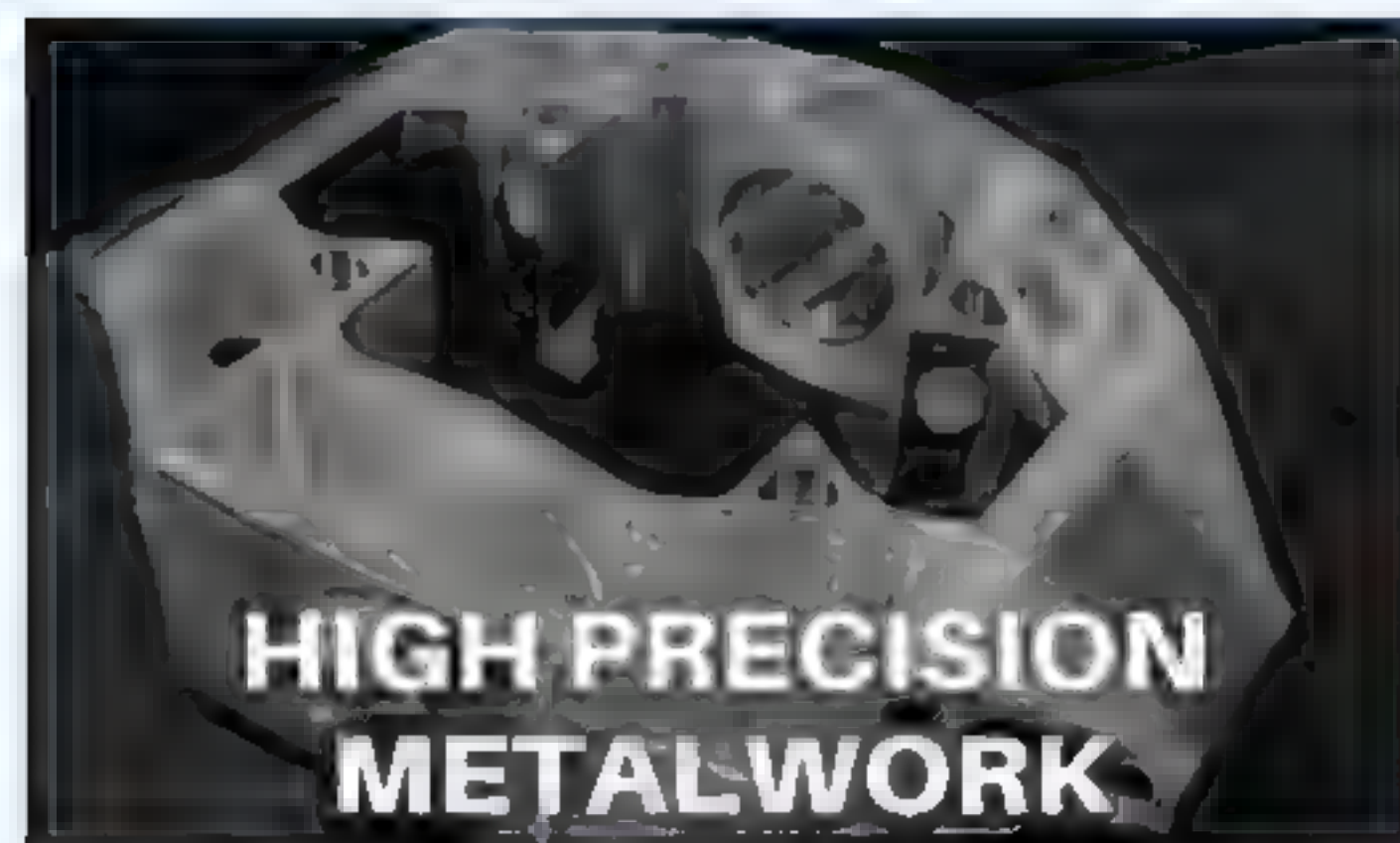
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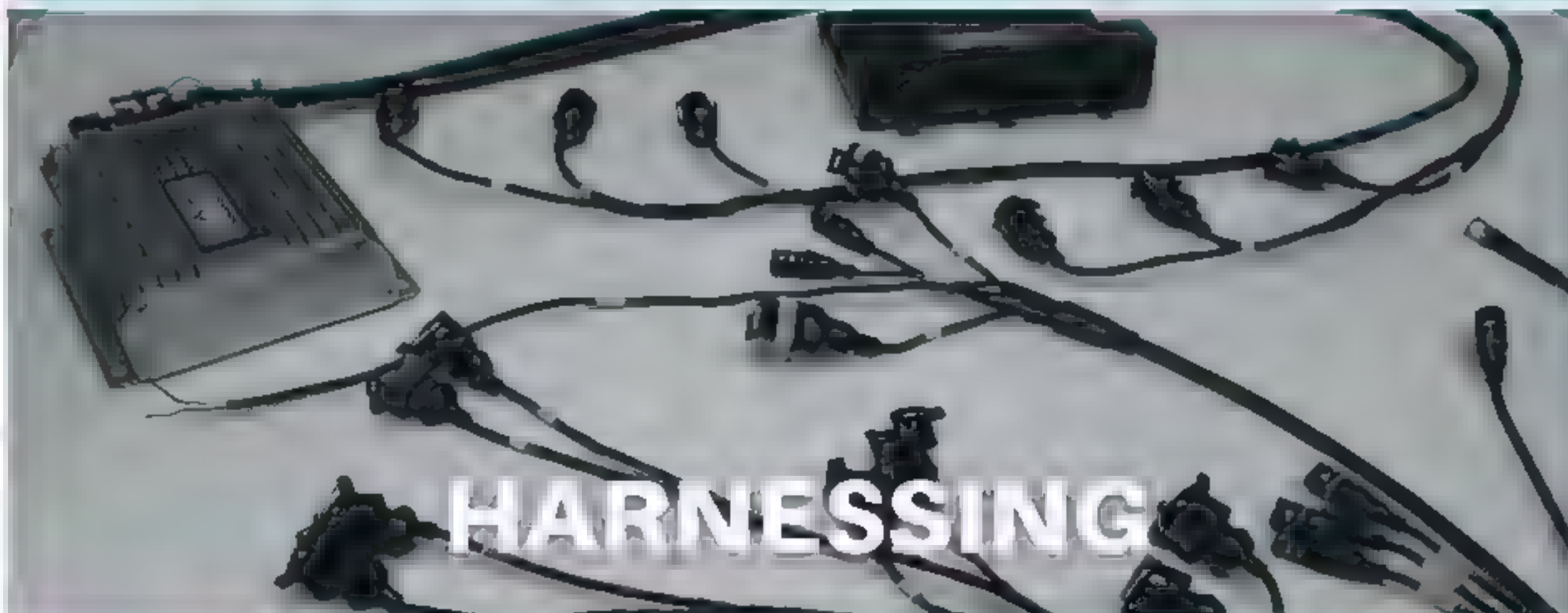
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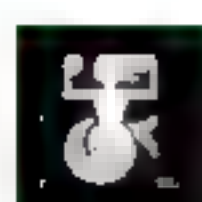
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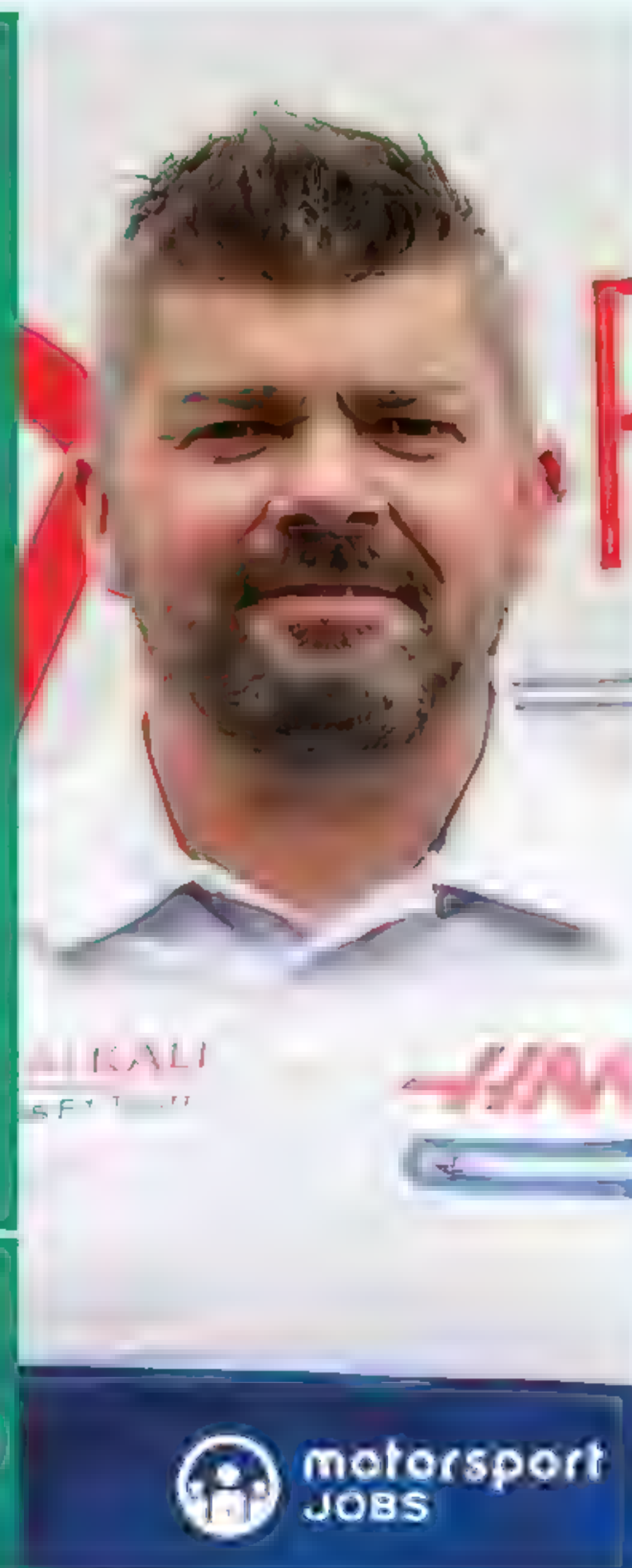
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GB3 New car for newly renamed championship

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Mighty Millar shines in Scotland

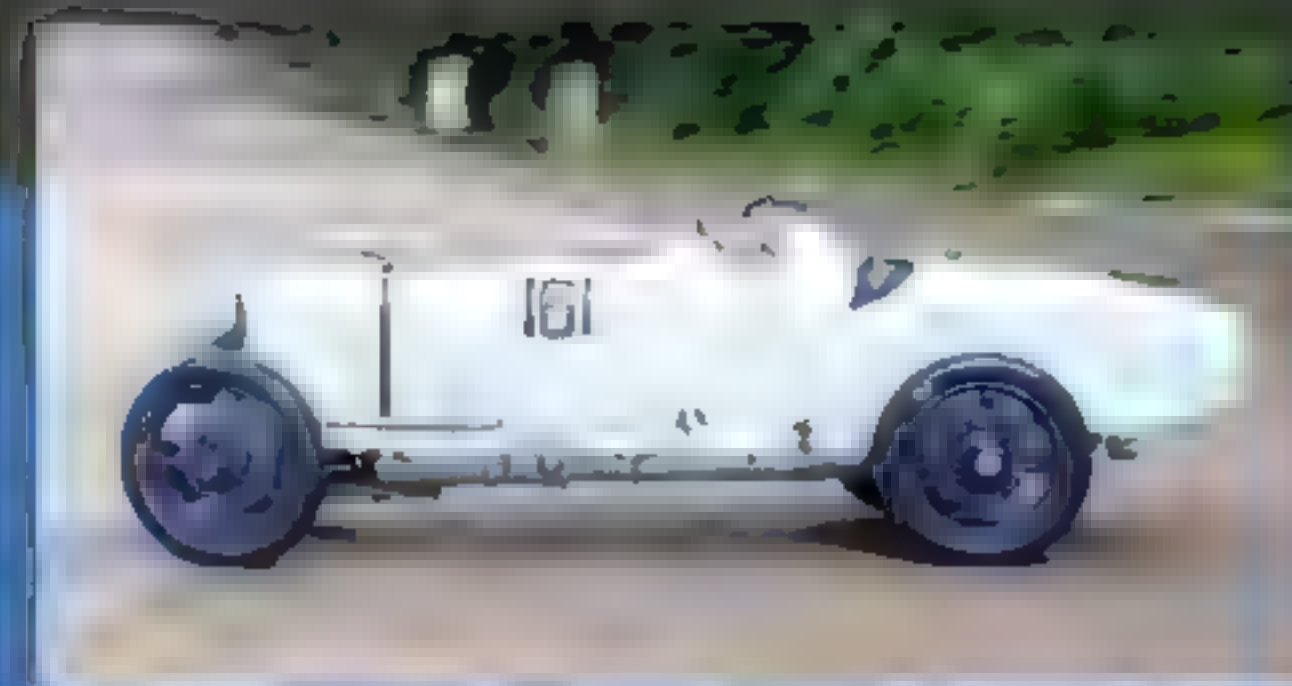
R Racing driver grabs Ginetta
Junior points lead after
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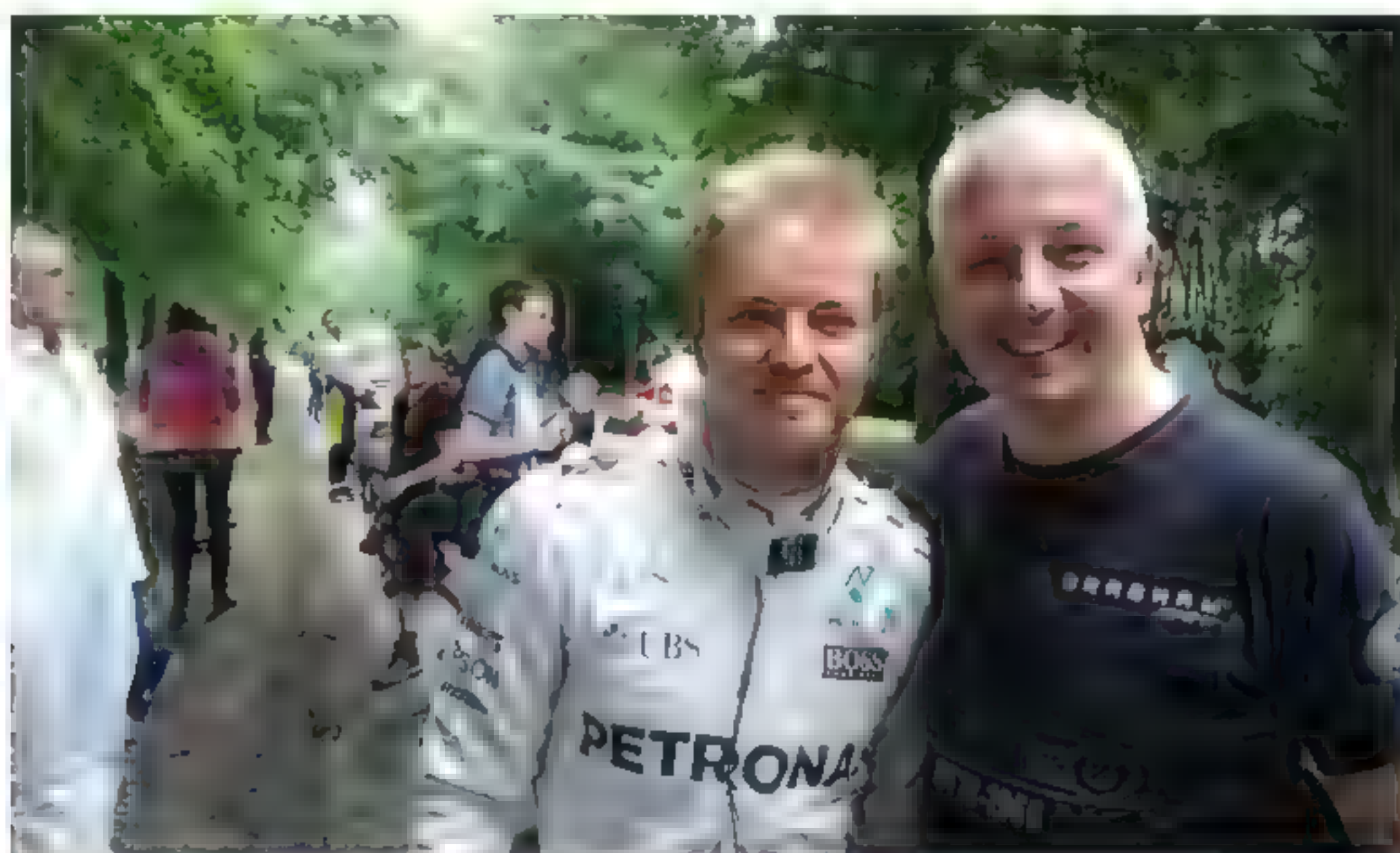
Karting4MND

Thursday 26th August – Thruxton Kart Centre

Karting4MND, taking place at Thruxton on the eve of the BTCC weekend, will bring together stars from across the sport to raise funds for the MND Association.

Hosted by sportscar legend David Brabham and Bill Williams, the two-hour charity kart race is being held in honour of MND sufferer Gideon Williams and in memory of Neil Cunningham.

Professional drivers and members of the motorsport community will join Gideon and Neil's family and friends in an effort to help fund research into a cure for Motor Neurone Disease.



Join the fundraising drive

Text MNDKART10 to 70085 to donate £10

Visit the Racing4Charity Thruxton BTCC stand

Racing4Charity will be fundraising throughout the BTCC weekend, 28th-29th August. From 10am-5pm, spectators visit the Stand Pods. A racing memorabilia auction will also be held at the Thruxton Centre, from 8pm on Saturday 28th August.

About MND

MND is a fatal, rapidly progressing neurological condition affecting up to 5,000 adults in the UK at any one time. The disease causes messages from nerves (motor neurones) in the brain and spinal cord that control movement to gradually stop reaching the muscles, leading them to weaken, stiffen and waste. People become locked in a failing body, unable to move, talk and eventually breathe. MND kills a third of people within a year and more than half within two years of diagnosis.

Karting4MND aims to play an important role in bringing forward current research projects that may help to decrease the symptoms of so many.



www.mndassociation.org | www.racing4charity.co.uk

New car will feature a halo and a side air-intake as well as other changes



NEW GB3 CAR WITH A HALO UNVEILED FOR 2022

GB3

The newly rebranded GB3 Championship will introduce a new car next year, which will include a halo head-protection device for the first time, as well as an engine upgrade featuring a side air-intake.

The Tatuus MSV-022 will also feature improved side-impact protection and revisions to the rollhoop, headrest and front anti-intrusion panel, while there will be an increase in downforce via aerodynamic changes. The two-litre, four-cylinder normally aspirated Mountune engine will be upgraded by 20bhp, taking the total produced to 250bhp.

"The introduction of the new chassis and other elements of the upgrade package to the GB3 Championship will ensure that the series strengthens its position as the UK's leading single-seater championship for years to come," said Jonathan Palmer, chief executive of organiser MotorSport Vision.

"We're delighted to continue our partnership with Tatuus. Gianfranco De Bellis [Tatuus boss] and his team have done an outstanding job since we started working with them in 2015, and they've again produced an exceptional cost-effective upgrade that meets current safety requirements, while also ensuring the car retains the reliability and parity that has made the championship so popular."

GB3, formerly known as BRDC British F3 until it was forced into a name change by



Palmer is no stranger to running a single-seater championship in the UK

the FIA just weeks ago, intends to ensure that all teams receive at least two complete upgrade kits by Christmas.

"I've always been an advocate for safety because I've been doing this a long time and we've lost some great friends and colleagues," said team boss Trevor Carlin. "Henry Surtees [son of 1964 F1 champion John, who was killed at Brands Hatch in 2009 by an errant wheel] wasn't driving for us when he passed but he was part of our family, and he was lost due to a head injury, and that accident wouldn't happen today."

Hillspeed team owner Richard Ollerenshaw added: "It's going to be, in my opinion, a world-beater in terms of what the drivers can get, the circuits that we visit, and the overall package and value for money that it offers. I don't think there's anything like it globally [at this level]."

STEFAN MACKLEY & STEVE WHITFIELD

OPINION



Much like London buses, one major announcement has been followed by another in quick succession

for the GB3 Championship.

Just weeks after what was formerly known as the BRDC British Formula 3 Championship was forced into a name change by the sport's world governing body, the FIA, more big news came last weekend at Silverstone: there's going to be a new car for 2022.

This change by organiser MotorSport Vision is a much more welcomed one, though, and is arguably needed on several fronts. Perhaps the most obvious is from a safety point of view. Since the halo head-protection device was introduced in 2018 to F1, it has proven its worth on multiple occasions, and over the years its use and benefits have trickled down the single-seater ladder.

Yes, motorsport is dangerous and yes, injury or worse is always a present threat, but for the championship not to finally make use of the device and still proclaim itself to be one of Europe's leading junior single-seater series would have been a hard sell.

It's arguably not just a matter of safety either, but also relevance. There was a chance that had the class not finally gone down this route, it would have been one of the few junior single-seater series worldwide without the halo, and risk becoming obsolete.

While not technically a reinvention of itself, its forced name change and loss of the prestige of the British F3 title was always going to be a blow. It still remains to be seen what the repercussions of that will be, if any. But by drawing focus towards a new car, and one that promises to provide even more speed both on the straights and in the corners, it will likely mean that it is still an appealing proposition and destination for young drivers.

Certainly teams are happy with the changes, and a new dawn for the UK's leading single-seater category beckons.

STEFAN MACKLEY

Unique Super Sprint format from Equipe

EQUIPE CLASSIC RACING

Equipe Classic Racing has adopted a unique Super Sprint format for its final event of the 2021 season, which will feature 16 short races in a single day.

The 2 October Silverstone meeting is the first to be solely organised by Equipe ahead of its full move into promoting its own events next year. The contest is open to all cars eligible for its Equipe GTS, Pre-'63, 50s and Libre categories, and all entered drivers will be randomly drawn into four opening-round races.

There will then be two further rounds, where drivers progress based on their result, culminating in four finals that should each comprise drivers and cars of a similar ability and performance. All 16 races will last 10 laps, with each driver competing four times, and organisers believe it will give racers not usually fighting for trophies a chance to shine.

"We thought about how can we really put some energy into the end of our season," explained Equipe Classic



Racing partner Rob Cull. "The last race of the season, because we're not a championship, is just another race. So we thought, 'What if we do a rallycross-style event?' We've got our own day and can take the whole pitlane and make it into something special.

"Round one is a random bunch picked prior to the event. The top half of each round will go into the top half of the draw, the slower half go into the slower half of the draw. We've then got another two rounds after that. We've colour-coordinated them

and the yellow final will be the fastest of the fastest, and this will be all the big bangers and super-fast drivers. In the finals, you will be driving with people of a similar ability and speed, so we'll end up with four super-competitive finals. And no-one gets knocked out in round one and goes home."

Cull said the intention is for the Super Sprint to become an annual end-of-season fixture. "We're trying to be a bit forward-thinking and put a little bit of atmosphere and energy into our events," he added.

STEPHEN LICKORISH

Bumper grids expected at Mallory VSCC meeting

VINTAGE SPORTS-CAR CLUB

The return of the Edwardian handicap contest will be the centrepiece of an 11-race programme for the Vintage Sports-Car Club meeting at Mallory Park this Sunday.

Sixteen machines spanning 1905-18, with engine capacities ranging from 3.1 to 25.4 litres, form the Edwardian grid. Marcus Black's 5.1-litre Sunbeam 16/20 of 1912 will have the most to do, particularly

since three competitors have a lap's head start.

There is expected to be full grids across the card, with the Alvis centenary race attracting a superb field, while such is the depth of the diverse owner-driver-mechanic group that the bumper crop of 48 eager combatants have been seeded into two races.

With an eye to the future, the Under 30s handicap boasts younger members of numerous VSCC dynasties, and a Pre-65



Racing Cars event in which Coopers comprise half the field also presages its promotion at each club rendezvous in 2022.

"Last year's Mallory event was only five weeks after racing restarted [in the UK] so we

trod carefully, with just eight races," said VSCC competition secretary Richard Winchester. "This season we have been more ambitious to meet [increased customer] demand."

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One-of-a-kind Mini Quattro set to return to UK competition

MINI FESTIVAL

The unique Mini Quattro is set to return to action in Chris Slade's hands in the Fastest Mini in the World race at this weekend's Mini Festival at Brands Hatch.

The 800bhp car hasn't raced in this country since Slade won the 2017 edition of the race due to an accident when competing in France the following year.

Originally built by TS Racing in Oslo for Brede Alnes around a decade ago, the car was acquired by Slade's father Andy in 2017. The four-wheel-drive spaceframe chassis is powered by a 2.5-litre turbocharged Audi RS3 engine with a Lamborghini head. A rebuild by

Plymouth-based Pro4m Motorsport Engineering incorporated new suspension, and the car's transmission has since been upgraded to a six-speed paddleshift.

"We had major gearbox troubles with it," said Slade Sr. "It was an H-pattern and that was half the problem as it's left-hand drive, so you're changing gear with your right hand, and it kept getting false neutrals."

An entry of 20 cars has been raised for the Fastest Mini race, which last ran in 2019. Other likely contenders for the title include Harvey Death's V8-powered KAD spaceframe and Bill Richards's Duratec-engined Maguire Mini Traveller, which shared the wins in 2019.

MARK PAULSON



New five-year TOCA deal for Minis

MINI CHALLENGE

The Mini Challenge will appear at British Touring Car Championship events for at least the next five years thanks to a new deal with BTCC organiser TOCA.

The category joined the BTCC's support bill for the first time in 2020, replacing the Renault UK Clio Cup. It averaged an impressive 27 cars last year and has again attracted large grids this season.

The top JCW championship will continue to appear at the majority of events, while the Mini Challenge Trophy for the older Cooper class cars will feature at the remaining weekends.

"When we announced that we had secured

a slot on the prestigious and high-profile TOCA package back in 2019, I was incredibly proud of how the Mini Challenge had come of age, and was just as proud of my team, our partners and our drivers for helping us to achieve our aim," said series promoter Antony Williams.

"To have been able to sufficiently impress the TOCA team despite the difficult times we have all faced, and now be in a position where we can announce that we will be supporting the BTCC – with its incredible ITV coverage – for another full five years, is even more satisfying.

"This news enables us, our drivers and our teams to plan for the future, knowing the investment we all make can be rewarded for the longer term."

IN THE HEADLINES

TROTTER THROWN OUT

LDR Performance Tuning's Neil Trotter was thrown out of the entire Mini Challenge meeting at Knockhill last weekend following a paddock incident. The incident took place straight after the final race, from which Trotter retired after spinning off at the exit of Clark's. Autosport understands a paddock scuffle then took place involving Trotter, after which the driver left the circuit before being summoned by the stewards. A statement from the series read: "The championship trusts those involved in the judicial process to make the correct decision in any investigations that take place."

NEW ENTRANTS FOR 2CV 24H

Next week features the 31st running of the unique Citroen 2CV 24-hour race and the 30-plus starters will, for the first time, include a team of three cars from the Charente region of France. Some of the drivers are very experienced in other classes and three are champion jet-ski racers. The race, on 28-29 August at Snetterton, will be streamed live on BARC TV.

GRIFFIN'S HISTORIC PLUNGE

Dave Griffin made his historic racing debut in the Classic Sports Car Club's Classic K series at Snetterton last weekend, retiring midway through the race. Griffin shared a BMW 1800 TiSA with Wes Butcher, an engineer who works on Griffin's BMW M3. Griffin described the classic BMW as "nothing like" his usual car, and acknowledged switching between the two on Sunday was a challenge.

FILES BACK IN TRIUMPH

Multiple TCR champion Josh Files returned to historic racing for the first time in seven years at Snetterton, driving the Triumph TR6 (below) in which he started his career. He was leading the Swinging Sixties Group 2 race comfortably when the brakes failed. Files is aiming to take the car out again for the October Classic Sports Car Club Silverstone meeting.



AMOC to review its racing as two events are axed

ASTON MARTIN OWNERS CLUB

The Aston Martin Owners Club will conduct a review of its racing programme to ensure a successful future after expressing disappointment at the cancellation of two of its remaining 2021 events.

AMOC's portfolio of categories were due to appear at a British Racing & Sports Car Club-run Mallory Park meeting next weekend but, amid concern over a shortage of registered entries, the event was cancelled. The regular October Silverstone AMOC fixture has also been axed.

"There are so many moving parts amidst challenging times for independent clubs," said AMOC competitions director Peter Snowdon. "It's in no-one's interest to cancel events, therefore a review is under way into how we change for the rest of this season and for next year. We want to put events on for members to compete."

AMOC has been working with the BRSCC this season, appearing at the latter club's events at Donington Park and Snetterton. The final scheduled AMOC event of 2021



AMOC remains committed to running races for members

is at the Formula Ford Festival, and Snowdon says determined planning is under way to ensure this is a success.

The Mallory Park fixture was also due to feature Northern and Super Classic Formula Ford but this was struggling for numbers too. BRSCC chairman Peter Daly says it is vital that drivers interested in racing enter as soon as possible to enable clubs to confidently book track time.

"If competitors want to go racing, they have to commit to going racing," he said. "On this occasion, we were two weeks out

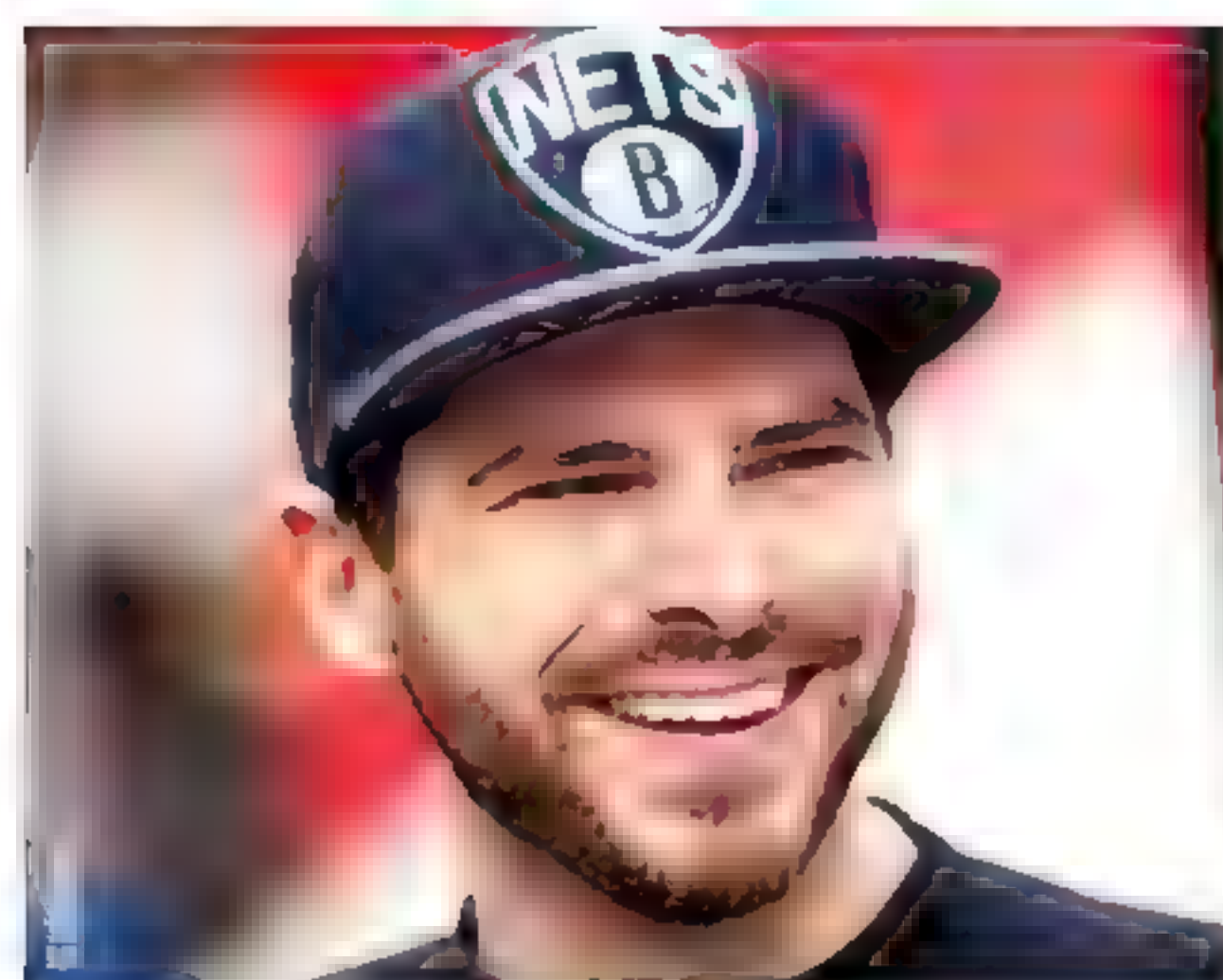
and had five Formula Fords and had around 20 AMOC entries. We've let a number of customers down — we're letting down the customers that are committing."

The Mallory Park date is instead set to become a trackday, with the circuit enjoying a high demand from this market.

Daly added he believes "we're coming out of the post-COVID honeymoon" period where club racing enjoyed a boom in interest, and has noticed a growing reluctance among drivers to commit to events in advance.

STEPHEN LICKORISH

Onslow-Cole in British GT comeback with RAM



BRITISH GT

Tom Onslow-Cole will return to British GT at Oulton Park next month, joining Macanese Kevin Tse in a second RAM Mercedes-AMG GT3.

A race winner in the British Touring Car Championship, Onslow-Cole has been a regular in GT machinery in recent

seasons, winning two GT Open Pro-Am titles with Mercedes squad SPS and finishing second in the Pro-Am division of the GT World Challenge Europe Endurance Cup last year with RAM.

His last British GT appearance came at Brands Hatch in 2019, when he and Richard Neary finished sixth in Team Abba's Merc.

Tse, the 2014 Asian Le Mans Series Group CN champion, and Onslow-Cole will drive the RAM entry last campaigned by Sam De Haan and James Cottingham at Silverstone.

Tse will also enter the Brands Hatch GTWCE Sprint Cup event next weekend alongside Adam Christodoulou.

JAMES NEWBOLD

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Tatuus-Abarth car for British F4

BRITISH FORMULA 4

British Formula 4 will adopt the same Tatuus chassis and Abarth engine combination of the Italian and German F4 series next year when the second-generation machine is introduced.

It was announced earlier this month that governing body Motorsport UK would take over as organiser of the British series for 2022 from long-standing promoter RacingLine — a move that also led to the conclusion of Ford's 50-plus years supporting UK junior single-seaters.

Motorsport UK carried out a tender process for chassis and engine suppliers as part of its

wide-ranging assessment of how the championship should move forward and has opted for Tatuus, in place of Mygale, and Abarth.

"We are delighted to welcome Tatuus and Abarth to the F4 British Championship and look forward to the support they will provide to Motorsport UK's ambitions for the series," said Motorsport UK CEO Hugh Chambers. "The Tatuus-Abarth package is the most commonly used chassis-engine combination in the 10 [sic] other F4 championships around the world, potentially offering a greater pool of drivers the opportunity to test themselves against the cream of talent competing in the UK."

Ginetta Junior Winter Series to return at Brands in November

GINETTA JUNIOR

The Ginetta Junior Winter Series is set to make a return this November after the end-of-season contest did not take place last year amid the coronavirus pandemic.

The later-than-usual conclusion to the main championship in 2020 meant there

was no opportunity to run a winter competition last season, but it will be back this year and is due to take place at Brands Hatch over 13-14 November. The traditional format of qualifying and two races each day will be retained.

"We anticipate a strong entry, with a combination of existing Junior drivers getting more racing experience under their belt, and rookie drivers enjoying their first taste of Ginetta racing," said Ginetta motorsport manager Ash Gallagher. "It will be a great way to end the year, with competitive racing on a top circuit."

Meanwhile, entries have now opened for the category's scholarship, with the shootout scheduled for 5-7 November at Blyton Park. The winner will receive a fully funded season in Ginetta Junior in 2022. For the first time ever, two scholars are competing in the category this year: Maurice Henry and Robert de Haan.



IN THE HEADLINES

BROWNE'S 'DREAM START'

Formula Ford Festival winner Jonathan Browne said he enjoyed "a dream start" after scoring a podium finish at Silverstone on his GB3 debut last weekend. Driving for Hillspeed, he took advantage of a wet session to qualify fourth, despite just four days of testing, and went on to take third in his maiden slicks-and-wings race. "I was 10th or 11th, did the last lap, came in and asked, 'Are you sure?!'" said Browne of being told he qualified fourth. "There's more time to come, lots learned."

MEAKIN'S MISERABLE EVENT

Raceway Motorsport's Zac Meakin was ruled out of the fourth Ginetta Junior race at Knockhill last Sunday following a second major accident of the weekend. Meakin was caught up in a four-car pile-up at Clark's in the opening encounter, which bent the chassis of his car, before a heavy crash at Hislop's the following day. Meakin was taken to hospital for precautionary checks before being discharged the same day.

McERLEAN'S FUN CUP BOW

British Racing & Sports Car Club operations manager Paul McErlean made his Fun Cup debut at Oulton Park last weekend. Sharing with Dominic Jackson and Steve Harris, they came home 13th overall and fourth in the Masters class. "I hadn't even sat in one before Friday's test, but it was great fun," said McErlean.

MELODIOUS BRANDS SOUNDS

Welsh tenor Wynne Evans, voice of the Go Compare adverts, sang the Italian anthem on the grid for one of the Ferrari Formula Classic races at Brands Hatch last weekend. There were other melodious sounds in demo runs, which featured two original Formula 1 cars and a pair of replicas. Lorina McLaughlin fielded an ex-Michael Schumacher Benetton B192 and Rob Spencer an Arrows A10 (below). Kevin Mason and John Reaks appeared in F3000-based cars.





Wilson takes first BRC win for 16 years with Grampian victory

RALLYING

Matthew Wilson and Elliott Edmondson recovered from an early half-spin on the opening stage of the Grampian Forest Rally to triumph on round three of the British Rally Championship.

Fresh from testing M-Sport Ford's new Puma Rally1 car in Finland, Wilson became the third different victor in a title race that is proving hard to call. "We are really, really pleased," said Wilson, whose previous BRC win came on the Trackrod Rally 16 years ago. "In the last two stages, we tried to keep a good rhythm and not make any mistakes."

The Ford Fiesta Rally2 man finished with 20 seconds in hand over Osian Pryce, whose second-place result on the newest event to join the series was enough to vault him up to second in the standings.

In the build-up to the closing loop, the

Welshman was consigned to rounding out the podium places after losing ground to Wilson, and reigning champion Matt Edwards, due to some "massive moments".

But that all changed at the end of the penultimate Drumtochty stage when an earlier misfire came to a head on Edwards's Volkswagen Polo, leading to his retirement before the final Durrus test.

After a recalcitrant pop-off valve left his Fiesta Rally2 lacking torque early doors, Rhys Yates regrouped and secured the last spot on the rostrum by one second from four-time BRC champion Keith Cronin.

Ruairi Bell appeared set for back-to-back Junior BRC wins but his storming run was ended on the penultimate test when his Fiesta Rally4 car was struck with a suspected electrical glitch, handing victory to Eamonn Kelly and Conor Mohan.

JASON CRAIG

BRIGHTON SPEED TRIALS GIVEN THE GREEN LIGHT

SPRINT

Brighton & Hove Motor Club is banking on receiving sufficient entries over the next week to make its 2021 National Speed Trials viable, following Motorsport UK's granting of a track licence that makes it possible to run the historic seafront sprint on 4 September as planned.

Following Brighton & Hove City Council's changes to the road traffic logistics on Madeira Drive, on which the event was first staged over four days in July 1905, its future had looked bleak until the sport's governing body's decision.

Since the Speed Trials was last run in 2019, a 10-metre-wide cycle lane has been installed that reduces the available 'track' width. Markings for what is now a year-round one-way thoroughfare had also altered the surface.

The course will now be partly lined with concrete blocks, to be brought in. An entry of 150 cars plus 70 motorcycles can be accepted, but the Auto Cycle Union also has to license the venue if Vintage Motor Cycle Club members and other two/three-wheel competitors are to take part.

MARCUS PYE

Gould smashes Shelsley Walsh hillclimb record

BRITISH HILLCLIMB

Shelsley Walsh played host to one of the most enthralling top 12 run-offs in the history of the British Hillclimb Championship when Sean Gould finally toppled the 13-year-old hill record.

In the first of two run-offs on Sunday, Gould set an incredible new mark of 22.37s in his Gould GR59JB, slicing 0.21s from the long-standing record set at 22.58s by Martin Groves back in 2008. A few days after the 116th

anniversary of the first event at the venue, Alex Summers (22.52s) and Wallace Menzies (22.55s) both beat the old record, but it was Gould who took the glory and one of the biggest accolades in British hillclimbing.

Gould served notice of his intentions on Saturday as the only driver to crack the 23s mark by dipping to 22.88s on his second practice run. But the pace in the first run-off was sensational, and Menzies was first to break the record. Gould



sat on the line, saw Menzies's 22.55s come up on the timing display, took a very deep breath and conquered the 1000-yard hill to further lower a record that had seemed out of reach.

The pace in the second run-off was largely a little

slower, with Scott Moran turning a superb 22.68s to take the win. Meanwhile, Nicola Menzies set a new ladies' record at 24.70s, using the car that powered Groves to that 2008 marker.

PAUL LAWRENCE



A call for support

Motor Neurone Disease is a cruel condition that has struck much-loved members of the motorsport community. Now a former Le Mans winner is raising funds to fight it

DAVID BRABHAM

I'm lucky enough to have had a long career as a fit and healthy racing driver. I cannot imagine how horrendous it would be to have my health, freedom and way of life ripped away from me.

To have a relatively fit mind only to be trapped in a failing body, suffering from Motor Neurone Disease.

Sadly, that's what happened to the hugely popular Neil Cunningham, who passed away in 2016. It's happening now to people close to me, like my friend Gideon Williams and my old Bentley team manager, John Wickham. While you've probably heard of Neil and John, you won't be so familiar with Gideon, but he's another member of our motorsport community who worked in the industry for many years, including as a mechanic for Richard Lloyd Racing at Le Mans.

MND is a cruel disease and there is currently no cure. To become trapped in a body that is no longer able to function the way it's meant to is horrendous. Those affected must feel extremely hopeless, knowing what the ultimate outcome will be and that nothing can be done about it. Those suffering with MND, and their families, need all the support they can get to make their lives as comfortable as possible. A cure won't be found overnight, but we can raise funds to help charities like the MND Association to further vital research. We can use motorsport as a platform to raise awareness, raise money

“To become trapped in a body that is no longer able to function is horrendous”

and try to make a difference.

With that mission in mind, Racing4Charity – the charitable organisation I founded with my friend, Gideon Williams's brother Bill – will host Karting4MND at Thruxton Kart Centre on Thursday 26 August, on the eve of the BTCC weekend. We'll have 18 teams of professional drivers and members of the motorsport fraternity joining Gideon and Neil's family and friends in the two-hour kart race. The likes of Sam Bird, Alexander Sims, Rob and Ricky Collard, Duncan Tappy, Will Stevens and BTCC racer Jake Hill will be out on track, while Jake's fellow BTCC drivers such as Jade Edwards and Rick Parfitt are coming to cheer us on.

It's always great to see top drivers giving up their time to support a charity. Like with any sort of charity event, they will walk away with more knowledge about the disease and what

needs to be done. They might be inspired to do more to help.

The winning Karting4MND team will be awarded the inaugural Gideon Williams Trophy. Some of the event revolves around Gideon because he's Bill's brother and my friend. It's a way to show him our support and, sadly in time, ensure that we can keep his memory alive. That's incredibly important to his family. In the same vein, the fastest driver will receive the Neil Cunningham Trophy.

I knew Neil from when he came over to the UK on the Driver to Europe deal from Australia and he became part of the fabric of motorsport. He was a really nice guy and a really good driver; I never heard anyone have a bad word to say about him. It feels good to honour his memory. As well as the kart race, we'll have a stand (close to the skid pan) over the BTCC weekend holding meet-and-greet sessions with various drivers. The finale will be an auction of racing memorabilia in the Thruxton Centre on Saturday night. It should be great fun for the BTCC fans.

It's been 10 years since our last Racing4Charity event. Bill and I used to host a celebrity charity kart race and auction at Autosport International that became a hugely successful annual event. Come the final race in 2010, we had nearly 100 well-known drivers supporting our charity efforts. The fantastic support we had from the industry and our friends in racing made it a huge success, but after running it for near on a decade we decided to pause things for a while.

Over the years we raised more than £350,000 for children's charities, which included BLISS – Baby Life Support Systems. Racing4Charity came about because of mine and Bill's experiences of having premature babies. Until that happened, I didn't realise that only 50% of the special care baby unit was paid for by the government – the rest had to be funded by donations. I wanted to do something. I had the public profile and Bill, as anyone who has met him will agree, has an infectious and persuasive energy that makes things happen.

MND is a despicable disease, and more research is desperately needed to find a cure or help the symptoms of so many people. Bill and I have had a break from fundraising for a few years, but Gideon's diagnosis, together with John Wickham also going through the same horrible disease as Neil, has become the motivator to do something again. With a bit of luck and a lot of much-appreciated support from the industry, we hope to turn Karting4MND into an annual event, so that we can continue to raise valuable funds that will go directly towards helping the MND Association fund further research. ✂

If there's any way you can spare a few quid and join our efforts, please text **MNDKART10** to **70085** to donate £10 or visit **racing4charity.co.uk**

PORSCHE

CARRERA CUP
GREAT BRITAIN



THE 2022/23 PORSCHE CARRERA CUP GB JUNIOR PROGRAMME

They are some big shoes to fill. Harry King has achieved stunning results over the past two years in the Porsche Carrera Cup GB, and now the manufacturer is looking for a new driver to



follow in his footsteps as Porsche GB's Junior.

King entered the 2020 season full of confidence after winning a tight shootout to land the Junior role, and he quickly turned heads with his impressive

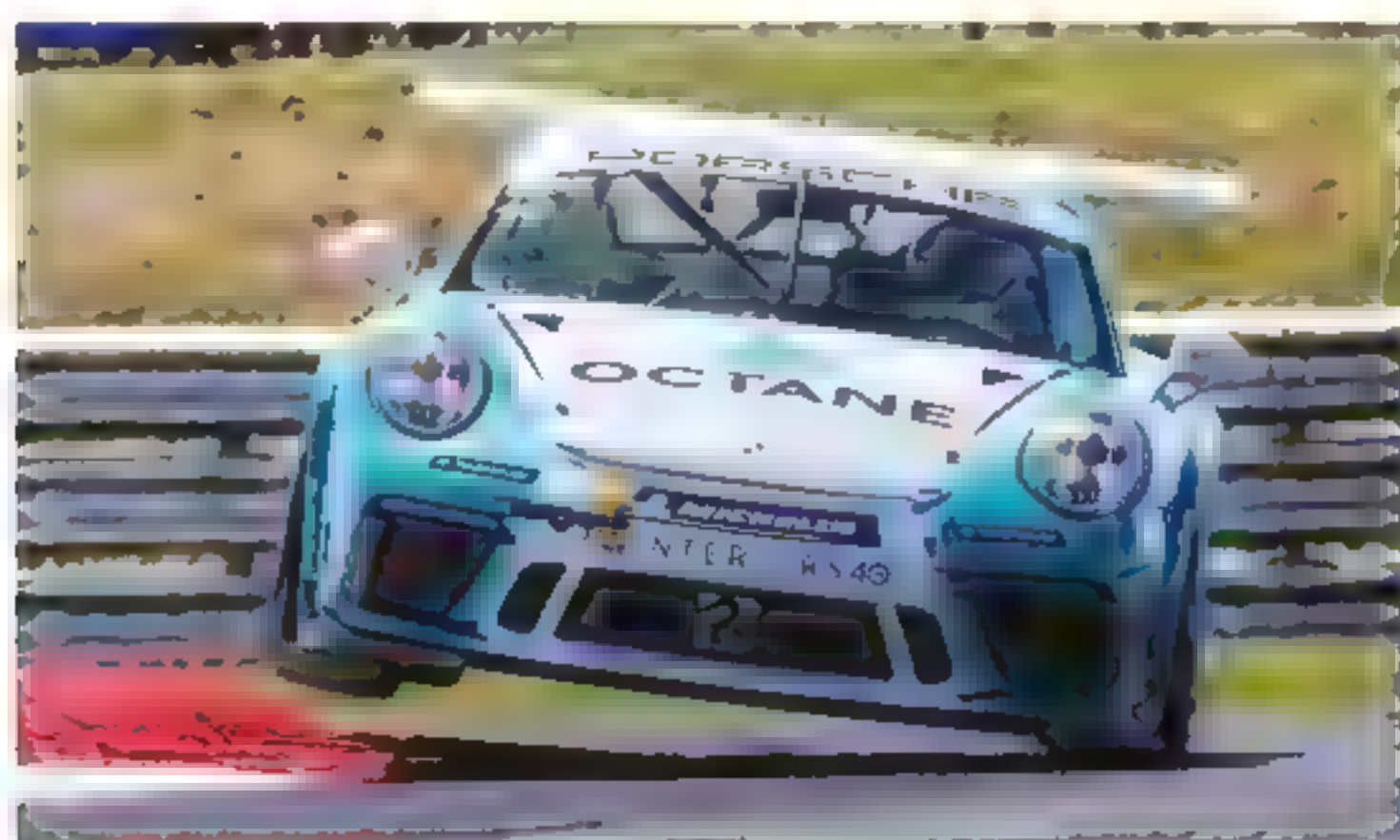


driving style, claiming a win on his debut weekend before taking 11 more victories during a dominant campaign that ended with him securing the championship a weekend early.

But King's two years as Junior are almost up, and Porsche is therefore beginning the process to find its next rising star, who will represent the brand for the 2022 and 2023 seasons. King says being selected as the Junior has had a transformational effect on his career and urges drivers aged between 17 and 22 as of 1 February 2022 to enter, saying they've got "nothing to lose" by doing so.

"It's a great initiative and helped propel my career forward," King says. "It's taken my racing from a serious hobby to a realistic career. To have that faith and trust from Porsche is a big honour.

"It's a big opportunity and those two years



HOW TO APPLY

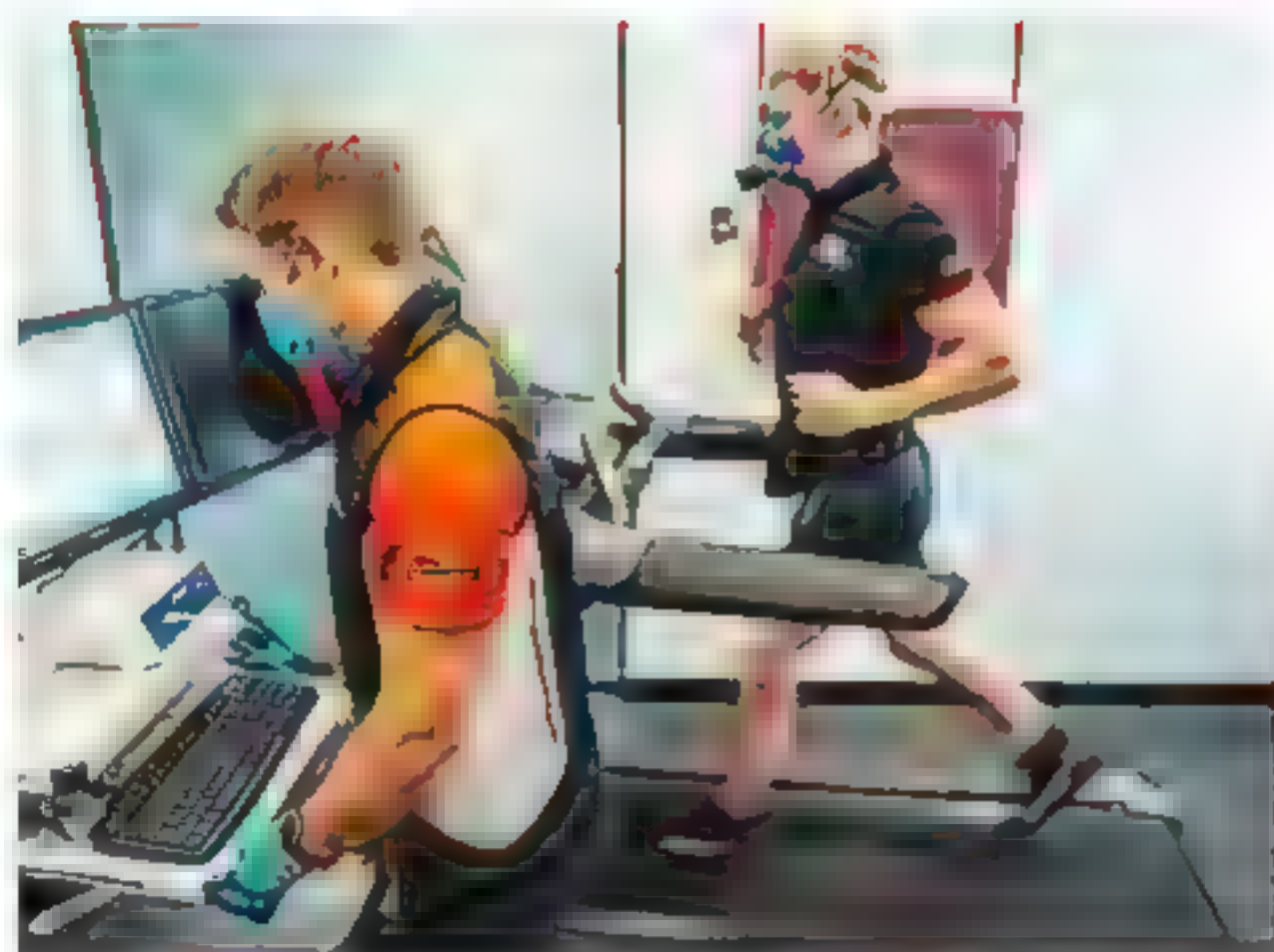
If you are aged between 17 and 22 on 1 February 2022, have a minimum of a National A race licence and have competed in no more than one Porsche Carrera Cup GB weekend, you are eligible to enter the 2022-23 Porsche GB Junior programme. To apply, head to porsche.com/uk/motorsportandevents/porschecarreracupgreatbritain/features/junior-programme and complete the application form. You also need to submit a letter of no more than 300 words explaining your racing ambitions and interest in the scheme. **The final deadline for applications is 5 September 2021.**

porsche.com/uk/motorsportandevents/porschecarreracupgreatbritain/features/junior-programme

have flown by. I really don't want it to end – the guys in the Porsche Carrera Cup GB are like a family now. It's been an awesome two years and I'm so grateful for the opportunity."

The Porsche GB Junior role is one of the largest prizes in UK motorsport but is about much more than just the headline-grabbing £85,000 the selected driver receives for each year on the Junior programme. There is also the chance to represent Porsche at major motorsport events, such as the Goodwood Festival of Speed. And the Junior receives a wide range of support, from a bespoke fitness plan with Porsche Human Performance, to dedicated media training and being able to call on advice from Porsche engineers during Carrera Cup GB weekends.

"I feel that every bit of that support has helped my driving on track," adds King. "You can get a



second opinion from the Porsche engineers and it's good to have them in your corner, but you still have to do the job."

It is no coincidence that King has been able to

do just that. The Porsche GB Junior programme has a proven track record of nurturing young talent and turning them into stars of the future. Each of the past four Juniors have won the Carrera Cup GB title during their two years on the scheme, and King's predecessors Charlie Eastwood and Dan Harper have both landed paid manufacturer drives to race in major GT series.

Applications are now open for the next driver to join the illustrious Porsche GB Junior roster. But King stresses that even those who ultimately miss out on the role can learn a lot from the selection process. This features an initial round of interviews before the final few get to take part in a shootout day – which involves on-track, fitness and media assessments – to decide the winner. To have a chance of emulating King and becoming Porsche's latest ace, enter now.

TOCA SUPPORTS KNOCKHILL 14-15 AUGUST



Magic Millar lands four podiums

GINETTA JUNIOR

Aston Millar could hardly have hoped for a better weekend on Ginetta Junior's annual visit to Knockhill. The 16-year-old from R Racing backed up two wins with a brace of second places from the four races to give himself a six-point championship lead over Liam McNeilly.

Millar narrowly lost out to polesitter McNeilly by just 0.2 seconds in Saturday's frenetic opening race, restarted following a four-car pile-up at Clark's that took out Zac Meakin, Freddie Tomlinson, Maurice Henry and Edward Pearson, before trailing team-mate Callum Voisin by a similar margin in race two.

Fox Motorsport driver McNeilly had maintained his championship lead following that race, the rescheduled round from Oulton Park, but his advantage soon became vulnerable after Millar was promoted to the win in the third contest following a penalty for on-the-road victor Robert de Haan.

Things got worse for Meakin who, after his Raceway Motorsport team

repaired a bent chassis, was involved in another huge crash at the exit of Clark's following contact with Josh Miller. Both cars suffered significant frontal damage, with Meakin taken to hospital for precautionary checks.

Dutchman de Haan stole the show at the restart by barging past polesitter McNeilly for second at McIntyre before taking the lead from Millar with an equally assertive move down the inside of the hairpin. But it all came to nought when de Haan was slapped with a 10-second penalty for being marginally out of his grid position at the start.

That elevated Millar to the win and, therefore, pole for the finale, which he dominated from start to finish. The points difference between Millar and McNeilly, who was fourth, was enough to hand Millar a slender lead.

"I'm over the moon with the weekend," Millar said. "A podium in every race is perfect really. I got a good start in race three and managed to get a decent gap and just stayed in the flow."

STEPHEN BRUNSDON

Zelos zooms clear in title race with brace

MINI CHALLENGE

Jack Davidson picked up his first Mini Challenge triumph of the season in a stunning third race as Dan Zelos pulled clear in the title battle with two wins.

Davidson had been in the mix during an interrupted second race, which was red-flagged following a startline accident involving Ryan Faulconbridge, Kyle Reid and Stephen James, but fell two seconds short of Zelos.

Zelos's victories carried particular significance given that Excelr8 team-mate and title rival Max Bird endured an up-and-down meeting. While Zelos claimed pole for the opener, Bird struggled to seventh after "going the wrong way on set-up". At the start, Zelos got away superbly and led as fellow front-row starter Jason Lockwood lost second to Joe Tanner. Lockwood soon recovered from his poor getaway and began squabbling with Tanner, which allowed Zelos to pull away, eventually finishing 2.73s clear of Lockwood. Bird was fifth.

Zelos again led from pole in race two as Lockwood fell behind Tanner, and then Davidson, before the race was stopped. Davidson was the closest challenger at the restart, but Zelos kept his head down for another largely comfortable victory.

The best was saved for the final race, in which Davidson made a sensational pass around the outside of Ethan Hammerton at Duffus Dip to grab second before getting a cutback move on Max Coates to seal the victory on the exit of the hairpin.

STEPHEN BRUNSDON

Hanafin grabs the advantage

PORSCHE CARRERA CUP GB

Lorcan Hanafin has moved into the Porsche Carrera Cup GB championship lead thanks to a lights-to-flag victory in the opening race in Scotland, while reigning champion Harry King scored a long-awaited first GB win of 2021 in the reversed-grid encounter.

Hanafin (right) shot into the lead off the startline and didn't look back. King rose to second but had no answer for the JTR youngster's pace, with three seconds splitting them at the finish, while Lewis Plato completed the podium.

Will Martin had edged out Hanafin for his first Porsche pole in qualifying, but endured a nightmare first race and could only fight back to sixth in race two. His Richardson Racing team-mate Josh Malin had differing fortunes, and he was drawn onto reversed-grid pole.

Malin held the lead through a safety car period, caused by a dramatic exit for Nathan Harrison, before his defence was breached by King with a superb cutback move into Duffus Dip. King pulled six seconds clear, as Malin celebrated a maiden podium finish.

A surprisingly subdued weekend for Dan



Cammish culminated in fourth and third places, while Kiern Jewiss – the points leader heading to Scotland – lost ground with a punctured radiator in race two.

SIMON PAICE

Hibbert limits Smalley's gains

GINETTA GT4 SUPERCUP

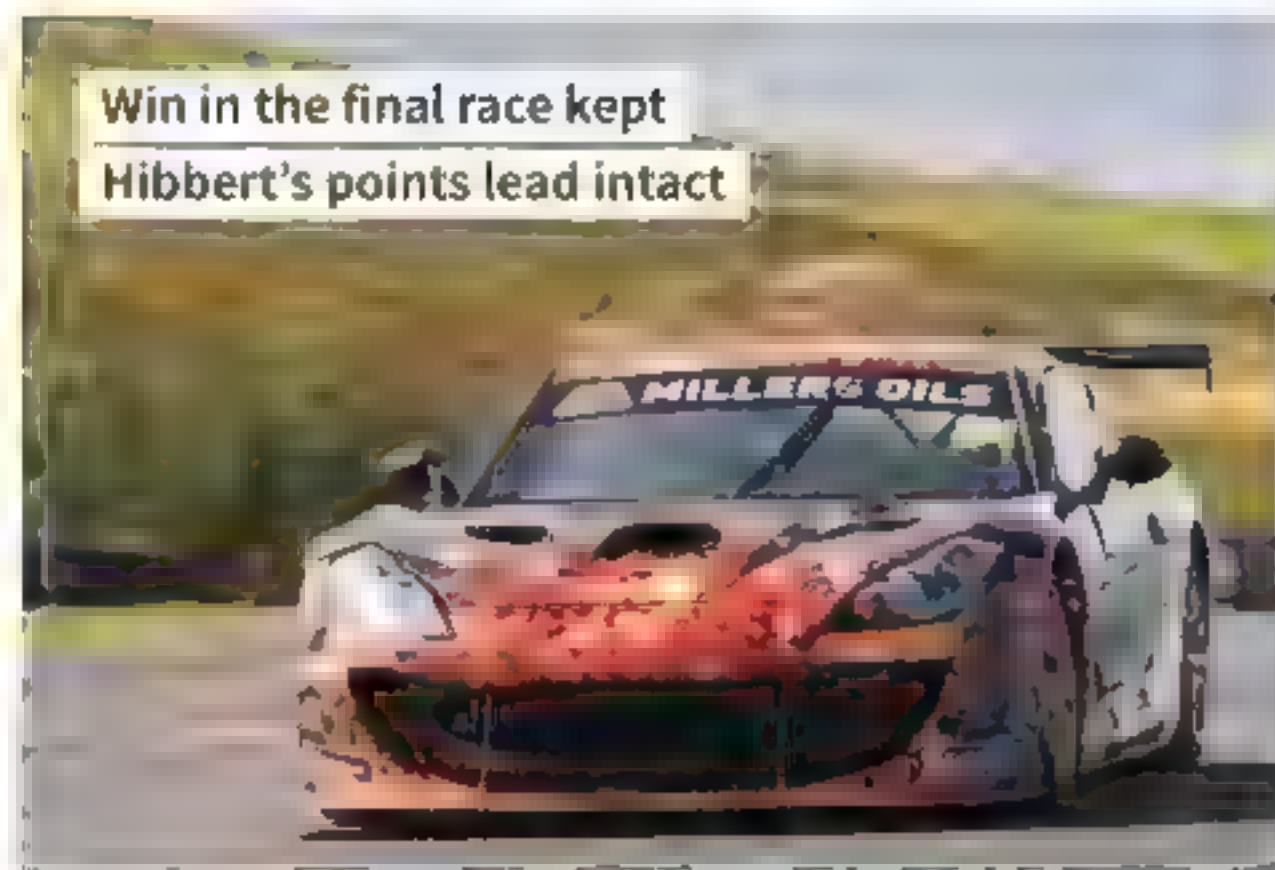
Tom Hibbert was a concerned man after Ginetta GT4 Supercup qualifying. He had only managed sixth in a stop-start session, while title rival Adam Smalley took pole. That concern grew after Smalley bagged a pair of wins, but the "damage-limitation" strategy paid off in the end as Hibbert had just three points shaved off his pre-weekend advantage.

Smalley trailed Hibbert by 36 points heading to Scotland, but managed to reduce that deficit to 17 thanks to a pair of perfectly executed race wins, while Hibbert salvaged third each time.

Hibbert started the finale third, but



Smalley dominated the opening two contests



Win in the final race kept Hibbert's points lead intact

a good launch, and a decisive pass on Josh Rattican at the hairpin secured his fourth win of the year and meant he ended the weekend with a 33-point margin over Smalley, who toiled to fifth. "Finishing race one on the podium was the key as I was able to set up the rest of the weekend so I'm very happy," Hibbert said.

It was a missed opportunity for Smalley, who dominated the opening encounter to beat Elite Motorsport team-mate Rattican by just over a second, before again leading every lap to claim race-two spoils. By the third race, Smalley appeared to struggle for pace, with Hibbert profiting the most.

STEPHEN BRUNSDON

Hedley's Scottish horror show

BRITISH FORMULA 4

A pair of podiums allowed Matthew Rees to take the British Formula 4 points lead following a miserable weekend for title rival James Hedley.

Matias Zagazeta of Argenti Motorsport was the driver to beat in two of the three races, while Rees's JHR Developments team-mate McKenzie Cresswell picked up his second reversed-grid win of the season in race two. But the biggest talking point of the trip to Scotland was that Hedley managed just one point all weekend after a litany of misfortune.

Problems first arose in pre-event testing when a fuel-pump issue meant

Hedley's only proper running ahead of the races came with limited laps on Friday. Failure to bag a representative qualifying lap on Saturday resigned the Fortec Motorsport driver to the back of the grid and 10th in race one, while a fuel-cell leak ruled him out of the second race, in which he was due to start from reversed-grid pole. His team got him out for the final encounter, but 11th was all he could manage.

Rees produced mature drives to third behind Hedley's team-mate Joel Granfors in each of the conventional-grid races, leaving him five points clear ahead of the second trip of the season to Thruxton.

STEPHEN BRUNSDON



Erstwhile tabletopper Hedley managed just a solitary point

WEEKEND WINNERS

GINETTA JUNIOR

Race 1 (10 laps) 1 Liam McNeilly; 2 Aston Millar +0.196s; 3 Seb Hopkins; 4 Robert de Haan; 5 Will Jenkins; 6 Josh Rowledge. **Fastest lap** Rowledge 1m01.927s (73.65mph). **Pole** McNeilly. **Starters** 26. **Race 2 (16 laps) 1 Callum Voisin;** 2 Millar +0.144s; 3 McNeilly; 4 Jenkins; 5 de Haan; 6 Harri Reynolds. **FL** de Haan 1m01.626s (74.01mph). **P** Rowledge. **S** 25. **Race 3 (12 laps) 1 Millar;** 2 Hopkins +7.822s; 3 Voisin; 4 McNeilly; 5 Freddie Tomlinson; 6 Rowledge. **FL** de Haan 1m01.200s (74.52mph). **P** McNeilly. **S** 26. **Race 4 (11 laps) 1 Millar;** 2 Hopkins +4.060s; 3 de Haan; 4 McNeilly; 5 Voisin; 6 Rowledge. **FL** Voisin 1m01.641s (73.99mph). **P** Millar. **S** 24. **Points 1 Millar 326;** 2 McNeilly 320; 3 Hopkins 284; 4 Voisin 246; 5 Jenkins 235; 6 Rowledge 198.

MINI CHALLENGE

Race 1 (22 laps) 1 Dan Zelos; 2 Jason Lockwood +2.734s; 3 Joe Tanner; 4 Jack Davidson; 5 Max Bird; 6 Sam Weller. **FL** Zelos 54.678s (83.41mph). **P** Zelos. **S** 28. **Race 2 (14 laps) 1 Zelos;** 2 Davidson +2.040s; 3 Bird; 4 Lockwood; 5 Weller; 6 Ethan Hammerton. **FL** Zelos 54.508s (83.67mph). **P** Zelos. **S** 28. **Race 3 (16 laps) 1 Davidson;** 2 Lockwood +0.849s; 3 Bird; 4 Max Coates; 5 Zelos; 6 Hammerton. **FL** Lockwood 55.007s (82.91mph). **P** Coates. **S** 28. **Points 1 Zelos 477;** 2 Bird 413; 3 Weller 362; 4 Davidson 355; 5 Lewis Brown 329; 6 Coates 323.

PORSCHE CARRERA CUP GB

Race 1 (32 laps) 1 Lorcan Hanafin; 2 Harry King +2.976s; 3 Lewis Plato; 4 Dan Cammish; 5 Kiern Jewiss; 6 Josh Malin. **FL** Hanafin 48.699s (93.65mph). **P** Will Martin. **S** 18. **Race 2 (29 laps) 1 King;** 2 Malin +6.296s; 3 Cammish; 4 Plato; 5 Hanafin; 6 Martin. **FL** Plato 49.049s (92.99mph). **P** Malin. **S** 18. **Points 1 Hanafin 61;** 2 Cammish 56; 3 Jewiss 49; 4 King 48; 5 Plato 46; 6 Martin 41.

GINETTA GT4 SUPERCUP

Race 1 (16 laps) 1 Adam Smalley; 2 Josh Rattican +1.213s; 3 Tom Hibbert; 4 Carlito Miracco; 5 Tom Emson; 6 James Blake-Baldwin. **FL** Smalley 51.548s (88.48mph). **P** Smalley. **S** 18. **Race 2 (24 laps) 1 Smalley;** 2 Emson +1.472s; 3 Hibbert; 4 Miracco; 5 Rattican; 6 Joe Marshall. **FL** Hibbert 51.425s (88.69mph). **P** Smalley. **S** 18. **Race 3 (24 laps) 1 Hibbert;** 2 Rattican +1.947s; 3 Miracco; 4 Blake-Baldwin; 5 Smalley; 6 Luke Reade. **FL** Hibbert 51.636s (88.33mph). **P** Rattican. **S** 18. **Points 1 Hibbert 311;** 2 Smalley 278; 3 Rattican 258; 4 Emson 232; 5 Miracco 219; 6 Reece Somerfield 180.

BRITISH FORMULA 4

Race 1 (15 laps) 1 Matias Zagazeta; 2 Joel Granfors +0.925s; 3 Matthew Rees; 4 Eduardo Coseteng; 5 Joseph Loake; 6 Tasanapol Inthraphuvasak. **FL** Zagazeta 49.619s (91.92mph). **P** Zagazeta. **S** 16. **Race 2 (24 laps) 1 McKenzie Cresswell;** 2 Zak Taylor +2.581s; 3 Kai Askey; 4 Inthraphuvasak; 5 David Morales; 6 Loake. **FL** Askey 49.630s (91.90mph). **P** James Hedley. **S** 15. **Race 3 (25 laps) 1 Zagazeta;** 2 Granfors +0.526s; 3 Rees; 4 Abbi Pulling; 5 Dougie Bolger; 6 Aiden Neate. **FL** Granfors 49.583s (91.98mph). **P** Zagazeta. **S** 16. **Points 1 Rees 167;** 2 Hedley 162; 3 Zagazeta 144; 4 Cresswell 131; 5 Granfors 108; 6 Loake 103.

Simmons returns to the top with GB3 double



Double delight for Simmons at Silverstone as he returns to form

SILVERSTONE MSVR 14-15 AUGUST

Ayrton Simmons returned to the top step of the GB3 Championship podium with a double victory at Silverstone last weekend. The Chris Dittmann Racing driver was the pre-season title favourite, but has endured a difficult season and triumphed for the first time since winning the reversed-grid race at the same venue in June.

In-form Ollie Bearman beat Simmons to race-one pole in a rain-affected qualifying, but conceded the lead to his rival at the start, before dramatically retiring on the

second lap when his left-rear wheel departed through Copse Corner. Debutant Jonathan Browne, who qualified an impressive fourth for returning team Hillspeed, was promoted to second before the safety car was deployed to retrieve Bearman's stricken Fortec-run machine. Simmons pulled over a second clear at the restart and controlled the gap over the remaining laps, with Fortec's Roberto Faria passing Browne to take second.

Browne held off Christian Mansell to score a remarkable podium finish in his first slicks-and-wings race. Zak O'Sullivan was unable to extend his championship advantage after suffering a puncture in

a collision with Sebastian Alvarez, who received a five-place grid penalty.

Simmons recorded another lights-to-flag win from pole in race two, resisting race-long pressure from Bearman, who finished less than a second behind after setting the fastest lap on the final tour. Faria finished on the podium again to move into second in the championship behind O'Sullivan, with the Carlin driver coming home fourth. Branden Lee Oxley put in a strong defence of fifth throughout the race, on only his second weekend with CDR in GB3, but was pipped on the last lap by Hitech's Bart Horsten into Maggotts.

Roman Bilinski led away from pole in the full reversed-grid race, but quickly came under pressure from Faria. The lead changed hands at Chapel after Faria drew alongside into Becketts, but both were forced into retirement later in the lap after an incident with third-placed Oxley. O'Sullivan, who had worked his way up from sixth to fourth in the early stages, inherited the lead before taking victory by over eight seconds.

Oxley initially held off Horsten to record a maiden car racing podium in second, but was later excluded after being deemed at fault for the incident with Faria and Bilinski. Hitech duo Horsten and Alvarez were promoted to second and third in the amended results.

O'Sullivan's championship advantage now sits at 108 points over Mansell, while

Gore (right) got the better of Timms (left) in both Monoposto races



ALL PHOTOGRAPHY: WALKER

Neary Mercedes was ready only hours before first race



Dyer just beat McAleer in tight Porsche battle



Jenkins took a brace aboard his Caterham 420R machine



Simmons's strong weekend puts him fourth.

Simmons put the difficult mid-season form down to a lack of testing mileage, but feels the team has now turned a corner. "We've done one day of testing away from the races — we had to realise we weren't that quick," he said. "We've made a lot of changes. We had a problem with the differential, as well as generally being about half a second off the pace. There's been a lot of hard work behind the scenes and it's paying off now — we've found some speed again".

Richard and Sam Neary bounced back from a startline crash in last month's British GT round at Spa to take a combined three wins in the GT Cup in the rebuilt Team Abba Mercedes-AMG GT3.

With repairs completed just hours before the weekend, Neary dominated Saturday's sprint race ahead of John Dhillon's Lamborghini Huracan GT3. Paul Bailey produced a strong recovery following a spin at the first corner while battling with Neary to finish fourth in a Brabham BT62.

Neary Sr again led the way in the pitstop race before handing the Merc over to son Sam, after an early safety-car period caused by Simon Orange's Ginetta G55 ending up on its roof at Becketts. The mandatory pitstops were made under a second caution period, leaving Neary Jr with a slender advantage over Ross Wylie, who took over driving duties from Bailey. Following

a feisty lead battle, Wylie eventually made it past on the Hangar Straight to give Brabham its first outright series victory.

Two big first-lap incidents halted Sunday's sprint race. Iain Campbell's McLaren 570S GT4 became airborne exiting Copse in a multi-car tangle, while a further five cars crashed into the wall in a bizarre incident at the end of the Hangar Straight. Dhillon also suffered a tyre failure, but the red flag enabled him to retake third on the grid for the restart following a 30-minute delay to proceedings. Neary Jr took a dominant win ahead of Steve Burgess's Radical RXC and Dhillon in a shortened 20-minute encounter, while Bailey was forced into another recovery drive to sixth from the pitlane after a car issue.

A clutch problem resulted in Bailey again starting from the pitlane in the pitstop race before the car stopped with a loss of oil pressure at the halfway stage. Neary Sr built a half-minute advantage at the front over Dhillon, enough for Neary Jr to emerge from the mandatory pitstop in front after serving a 20s success penalty. Phil Keen, who received a late call-up to replace the unwell Phil Quaife, came home second after taking over from Dhillon.

Phil Jenkins extended his 420R points lead after triumphing in two predictably close 7 Series races. After qualifying on pole, Jenkins lost the lead to the fast-starting Jamie Bashall before an early

WEEKEND WINNERS

GB3 CHAMPIONSHIP

Race 1 (9 laps) 1 Ayrton Simmons; 2 Roberto Faria +1.105s; 3 Jonathan Browne; 4 Christian Mansell; 5 Frederick Lubin; 6 Branden Lee Oxley. **Fastest lap** Faria 1m55.859s (113.73mph) **Pole** Oliver Bearman. **Starters** 17. **Race 2 (10 laps)** 1 Simmons; 2 Bearman +0.676s; 3 Faria; 4 Zak O'Sullivan; 5 Bart Horsten; 6 Oxley. **FL** Bearman 1m56.480s (113.13mph). **P** Simmons. **S** 17. **Race 3 (10 laps)** 1 O'Sullivan; 2 Horsten +8.651s; 3 Sebastian Alvarez; 4 Bearman; 5 Tom Lebbon; 6 Reece Ushijima. **FL** O'Sullivan 1m55.775s (113.82mph). **P** Roman Bilinski. **S** 17. **Points** 1 O'Sullivan 399; 2 Mansell 291; 3 Faria 283; 4 Simmons 276; 5 Ushijima 271; 6 Horsten 243.

GT CUP

Race 1 Richard Neary (Mercedes-AMG GT3)
Race 2 Paul Bailey/Ross Wylie (Brabham BT62)
Race 3 Sam Neary (Mercedes-AMG GT3)
Race 4 Richard Neary/Sam Neary (Mercedes-AMG GT3)

7 RACE SERIES

Races 1 & 2 Phil Jenkins (Caterham 420R)

MONOPOSTO

Races 1 & 2 Dan Gore (Jedi Mk6)

PORSCHE CLUB/911 CHALLENGE

Race 1 Chris Dyer (Cayman S)
Race 2 Simon Clark (Cayman S)

MSV SUPERCUP

Richard Clarke (Ford Fiesta ST)

RADICAL CHALLENGE/SR1 CUP

Race 1 James Sweetnam (SR3 XX)
Race 2 Matt Bell (SR3)
Race 3 Jerome de Sadeleer (SR3)

For full results visit: tsl-timing.com

safety car period. Jenkins moved in front shortly after the restart before coming under pressure from Anthony Barnes, who missed out on the win by just 0.085s, with Bashall finishing just behind.

It took just two laps for Jenkins to move to the front in the partially reversed-grid encounter, before Barnes took over the lead at half-distance. But it was Jenkins who prevailed again from Barnes, this time by a slightly smaller margin of 0.04s, while Richard Ainscough finished within 0.4s of the pair in third.

Dan Gore took two wins ahead of Jason Timms in the Monoposto Championship in his Jedi Mk6, the pair separated by just 0.009s in the second contest.

Chris Dyer pipped Mark McAleer to victory in the first of the Porsche Club Championship races, before reigning champion Simon Clark recorded his sixth win of the campaign in race two from Dyer.

STEVE WHITFIELD

Polley puts in strong showing with Marcos

**SNETTERTON
CSCC
14-15 AUGUST**

There was an unlikely winner in the Group 1 Swinging Sixties race in the shape of Sam Polley's Mini Marcos, on only his second outing in the car.

Polley surprised himself with pole, and overcame a cautious start by pushing aside the challenges of first Ralph and Charlie Budd's Mini, then the more sustained attack of Ian Staines's MG Midget.

Staines made a mistake near the end and had to settle for fifth, while Tim Cairns timed his pitstop well in his Austin-Healey Frogeye Sprite and finished second. The Budds were third, followed by Tom Pead's BMW 1600 Ti, which had been involved in some pushing and passing near the front.

The Group 2 encounter was won by Steve Hodges in another smaller car, a Lotus Seven. He was promoted to the front when the brakes on Josh Files's Triumph TR6 gave way.

Nigel Jenkins gave a masterclass during the Slicks Series race, his Ferrari 458 Challenge finishing 40 seconds ahead of David Fielder's BMW M3 E46 despite a hefty 54s penalty for a pitstop infringement. It was a lesson in endurance as well as outright speed, with five of the 13 starters falling by the wayside, including Mathew Evans in a BMW 1M Coupe and Dominic Malone's M3. Evans tried to challenge Jenkins at the start and, although he couldn't catch the Ferrari, he was in



In only his second outing with the car, Polley took pole and won in Swinging Sixties

a strong second when a loss of power caused his retirement. Malone, on a charge from fourth place, had to pull off with a broken clutch. Peter Challis (Porsche 997) was third, the only other car still on the lead lap.

Stuart Daburn supplied another tutorial on how to lead in Future Classics, driving a TVR Tuscan. He was pushed in the opening laps by Alex Taylor, but his temperamental Mazda RX-7 developed a fuel-pressure problem and couldn't continue.

Daburn tried to win again in Modern Classics, but Karl Cattliff (BMW M3) was having none of it. The race was decided by a single lap after a safety car period to retrieve Dave Griffin's BMW, and Cattliff placed himself as far ahead as possible to keep out of range of the TVR. His efforts were in vain, however, as he was penalised for a

short pitstop, handing the spoils to Daburn.

The New Millennium/Turbo Tin Tops race was more about strategy, with Maxwell and Chris Petch in their Ginetta G50 managing to make their driver change during a safety car period, as marshals removed John Cockerton's Mini from the inside of Oggies.

Stephen Scott-Dunwoodie gambled on a very early stop in his BMW M3 and finished second, despite being passed early on by the M3 of Chris Mills and David Gardner. Tom Houlbrook, who led a good chunk of the race in his M3, had to settle for third, ahead of a very rapid Mark Smith, whose pace rose considerably towards the end in another M3.

Both Mathew Evans and Houlbrook had points to prove in the first Open Series race, which ended up with an impressive win for Evans. Houlbrook was second, having survived a coming-together with Gardner



Harvey came out on top of the second Open Series race in Lotus 340R

WEEKEND WINNERS

SWINGING SIXTIES

Group 1 Sam Polley (Mini Marcos)

Group 2 Steve Hodges (Lotus Seven)

SLICKS SERIES

Nigel Jenkins (Ferrari 458 Challenge)

FUTURE CLASSICS

Stuart Daburn (TVR Tuscan)

MODERN CLASSICS

Stuart Daburn (TVR Tuscan)

NEW MILLENNIUM/TURBO TIN TOPS/PUMA CUP

Maxwell Petch/Chris Petch (Ginetta G50)

OPEN SERIES

Race 1 Mathew Evans (BMW 1M Coupe)

Race 2 David Harvey (Lotus 340R)

CLASSIC K

Charlie Allison/Peter Thompson (Shelby Cobra)

TIN TOPS

Adam Brown (Vauxhall Astra GTE, below)

MAGNIFICENT SEVENS

Races 1 & 2 Ben Simonds (Caterham CSR)



For full results visit: tsl-timing.com

at Riches that dropped Gardner to eighth. David Harvey was third in his Lotus Cup car, which he normally races in Europe.

The second encounter ended as a win for Harvey, after Evans had to retire again with a possible electrical problem on his BMW 1M. Mills tried to challenge, but was tapped from behind by Dylan Popovic's Ginetta and did not finish.

Attrition was a major factor in Classic K, with almost a third of the field recording DNFs. Charlie Allison and Peter Thompson were the winners in a Shelby Cobra. Jamie Boot's TVR Griffith led for a big chunk of the race, but he fell to third after the pitstops, behind the Marcos of Allen Tice and Chris Conoley.

Adam Brown inherited the Tin Tops win in his striking Vauxhall Astra GTE after Tom Mensley (Renault Clio Cup) was handed five separate penalties for track-limits abuses, speeding in the pitlane and pitstop irregularities.

RACHEL HARRIS-GARDINER



LATE PORSCHE SWITCH PAYS OFF This loud and classically lairy Porsche 911 Turbo was not meant to be at Snetterton. Miles Masarati had entered the red-and-white Porsche 964 Turbo he often shares with his brother Piers, but had to make a substitution after it refused to fire up. The decision to switch races from Modern Classics to Future Classics was a good one as Masarati finished second in the 911 after fending off the Talbot Sunbeam Lotus of Geoff Beale.



A RARE PERSONA Although this Proton Persona GTI Coupe shares its model designation with the car used by Daniel Welch in the British Touring Car Championship between 2011-16, it's a very different beast. A lower, longer and more slender machine, it was originally built for a one-make series. In the hands of Richard and Jason Field, it finished third in the Tin Tops contest.



BACK ON TRACK Most of the diminutive Mini derivatives were being exported to Japan when Pete Crudgington bought his Mini Jem Mk1. He liked the idea of these Jeremy Delmar-Morgan-designed curios remaining in the UK, so acquired one. It sat for 28 years in his garden while his children grew up, but now it has been overhauled and fully smartened up and is out on track once more. It finished eighth in the Swinging Sixties Group 1 race in the hands of Crudgington and his son, James.



Riley race
Canny battled
with similar
mounted McAvoy in
opening contest

Canny pre-55 racers stage thrilling Mondello show

**MONDELLO PARK
MPSC
14-15 AUGUST**

If anyone thought that the pre-55 racers would just parade their cars on their first Mondello Park appearance of the year last weekend, they were badly mistaken.

Kevin Sheane's spiritedly driven Ford sidevalve special led away from pole but was soon deposed by the more powerful Riley duo of Ken McAvoy and Tony Canny. After a good scrap, Canny battled past McAvoy for the win, with Sheane hanging on in third. Sheane again fell behind in race two but, when the rain came, he fought back. Ed Cassidy, driving the MG 'Iona Special' superbly, had fought past the Riley pair for the lead, but was powerless to hold off Sheane, who took the win in a hugely entertaining race. Canny also slipped ahead of Cassidy for the runner-up spot.

Tim Murray was victorious in the first Formula Vee race in very difficult conditions, early leader Jordan Kelly having dumped the contents of his sump on most of the circuit before his early retirement. Jack Byrne wrested the lead

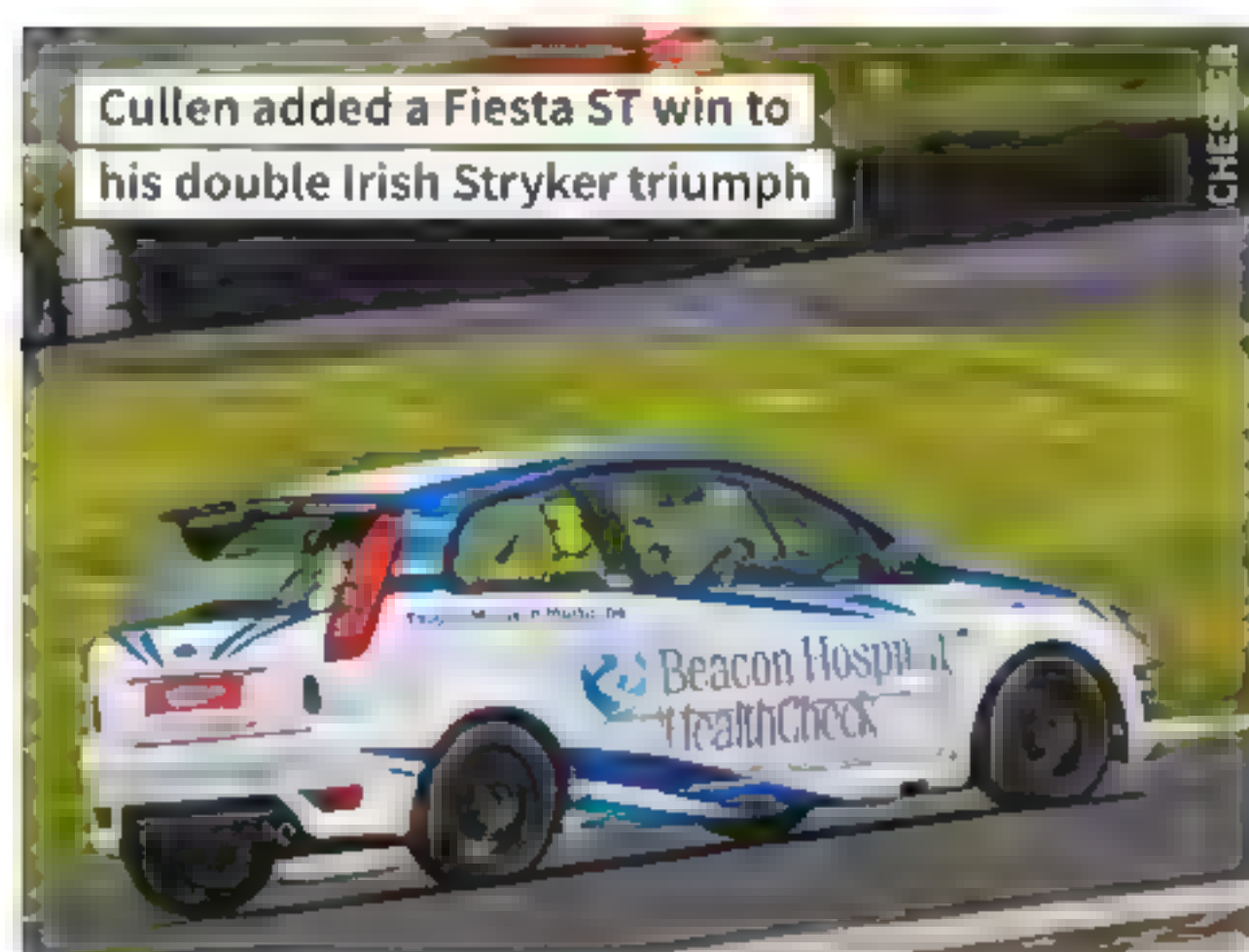
of race two away from Dan Polley and, as Polley fought back on the final tour, Byrne appeared to slow before the last corner, with Polley spinning off in avoidance. The closely following Gavin Buckley managed to avoid Polley to take second behind Byrne.

Sylvie Mullins roared to BOSS Ireland victory in his Judd Formula 1-engined Gould, despite late-race pressure from Aaron Gaughran's Dallara F307. Mullins later completed the double, once he had battled past the fast-starting Jade of Eamon Matheson. Jonathan Fildes once again provided all the entertainment, charging up to second in his F3000 Lola before spinning at Turn 3, then recovering to catch the battle for third before suffering another off. Despite this, he still crossed the line fifth!

Championship leader Michael Barrable secured the opening Fiesta Zetec win and moved one step closer to his first Mondello title since 1995. A delighted Alan Dawson broke away from the squabbling pack in race two to take an impressive victory, with relative newbie Ian Fishbourne just holding off Andy Kavanagh for second.

After initially tangling with polesitter Jack Byrne off the line, Kevin Doran took the opening Fiesta ST race, courtesy of a restart after David Kidd rolled. In race two, Michael Cullen held off Dave Maguire and series leader Graham McDonnell. Cullen also kept his unbeaten record alive in Irish Strykers with two more wins, although class stalwart Andy D'Alton kept him honest.

There were plenty of other double winners: Jackie Cochrane in HRCA, Philip Sheane in Formula Sheane and Shane Murphy in SEAT Supercup all achieved the feat. Aidan Byrne's Toyota Celica took the Future Classics opener, but retired



Cullen added a Fiesta ST win to his double Irish Stryker triumph

WEEKEND WINNERS

HRCA PRE-55

Race 1 Tony Canny (Riley TT Sprite)

Race 2 Kevin Sheane (Ford Special)

IRISH FORMULA VEE

Race 1 Tim Murray (Sheane)

Race 2 Jack Byrne (Sheane)

FORMULA BOSS IRELAND

Races 1 & 2 Sylvie Mullins (Gould GR37)

FIESTA ZETECs

Race 1 Michael Barrable

Race 2 Alan Dawson

FIESTA STs

Race 1 Kevin Doran

Race 2 Michael Cullen

IRISH STRYKERS

Races 1 & 2 Michael Cullen

HRCA

Races 1 & 2 Jackie Cochrane (Sunbeam Tiger)

FORMULA SHEANE

Races 1 & 2 Philip Sheane

SEAT SUPERCUP & IRISH TOURING CARS

Races 1 & 2 Shane Murphy (SEAT)

FUTURE CLASSICS

Race 1 Aidan Byrne (Toyota Celica)

Race 2 Ger Byrne (BMW 323i)

IRISH LEGENDS

Races 1, 2 & 6 Robert Barrable

Races 3 & 4 Geoff Richardson

Race 5 Peter Barrable

For full results visit: timing.ie

from the lead of race two, handing victory to the sideways Ger Byrne (BMW 323i).

An on-form Rob Barrable won three of the six closely fought Irish Legends contests, while brother Peter took one and Geoff Richardson the other two.

LEO NULTY

Alfas delight at Festival Italia as McMahon stars

BRANDS HATCH
MSVR FESTIVAL ITALIA
15 AUGUST

Alfa Romeos took pride of place at the sixth running of the popular Festival Italia at Brands Hatch, which this year returned with a full roster of off-circuit attractions. On the track, current, classic and historic Alfas appeared on the same programme for the first time, boasting a total of nearly 60 cars.

Barry McMahon continued his domination of the championship for current machinery, winning both 20-minute encounters with ease in his 156. Behind him, some epic contests took place. Scott Austin's 155 headed George Osborne (75) and Graham Seager (147 GTA) in race one, but eventually fell behind both of them, and the Twin Spark class went to Jonathan Billingsley's 156 by the narrowest margin.

The top three were the same in race two after Osborne and Seager twice swapped



places while negotiating heavy backmarker traffic, while Richard Ford (156) got the better of Billingsley, again by little more than a coat of paint.

Sibling rivals James Colburn (Giulia Sprint GT) and brother Ben (1750 Berlina) shared the front row for the Classic Alfa clash, but James was firmly in control of the race. The retirement of Chris Snowdon's Alfetta from second place enabled Ben to secure a family triumph.

Four Ferrari races completed the action, and three were won by Wayne Marrs. He claimed both Formula Classic races in his 355 Challenge but, when driving his 488, was beaten in race one by Peter Smith's example, which made a bold lunge from third to first on the first flying lap. This race was interrupted when Christopher Compton-Goddard crashed heavily at Paddock, moments after a spin at Clearways.

BRIAN PHILLIPS

More joy for UVio Hofmann's Lotus in frantic Fun Cup finish

OULTON PARK
BRSCC
14 AUGUST

The UVio Hofmann's Lotus team made it four Fun Cup Endurance wins from five, but Oulton Park's race featured the closest finish so far this season.

It had been tight at the front from the start but, going into the final hour, Scott Fitzgerald was just holding off PLR's Ben Pitch, with less than a second between them. UVio made its final stop first, Fabio Randaccio taking over, with Riley Phillips chasing for Team Olympian.

When Pitch handed to Neil Plimmer,



they rejoined in a solitary third, but at the front it was wheel to wheel between Randaccio and Phillips. Both had a share of the lead until Phillips tried the outside at Shell and ran wide. It gave Randaccio the telling break, with Phillips, Kristian Rose and Chris Dovell retaining second for Olympian, well clear of PLR.

Dave Cockell's Escort Cosworth was a double Modified Fords winner. He led both races from start to finish, with the Escorts of Malcolm Harding and Piers Grange completing the podium in the opener after a last-lap swap. Ashley Shelswell's Sierra XR4i chased Cockell in vain in race two, after Harding's Escort expired on the opening tour.

Duncan Stone's C1 won both CityCar Cup races, almost by default. Nic Grindrod and Ross Makar were both disqualified on technicalities from first and second on the road in the opener, after a red-flag restart and a safety car. Race two fared little better, classified after one lap and another red flag, with Stone the victor from the Toyota Aygos of Richard and Stuart Bliss.

PETER SCHERER

WEEKEND WINNERS

BRANDS HATCH
ALFA ROMEO CHAMPIONSHIP
Races 1 & 2 Barry McMahon (156)

CLASSIC ALFA CHALLENGE
James Colburn (Giulia Sprint GT)

FERRARI FORMULA CLASSIC
Races 1 & 2 Wayne Marrs (F355, below)

FERRARI CLUB RACING
Race 1 Peter Smith (488 Challenge)
Race 2 Wayne Marrs (488 Challenge)

OULTON PARK
FUN CUP ENDURANCE
UVio Hofmann's Lotus
(Scott Fitzgerald/Fabio Randaccio)

MODIFIED FORDS
Races 1 & 2 Dave Cockell
(Escort Cosworth)

CITYCAR CUP
Races 1 & 2 Duncan Stone (Citroen C1)



For full results visit: tsl-timing.com



CELEBRATING THE BRITISH GP

Brooklands recently celebrated the 95th anniversary of the debated first race with an eclectic range of GP cars, although some weren't exactly in their original specification

RACHEL HARRIS-GARDINER

PHOTOGRAPHY **BROOKLANDS MUSEUM**

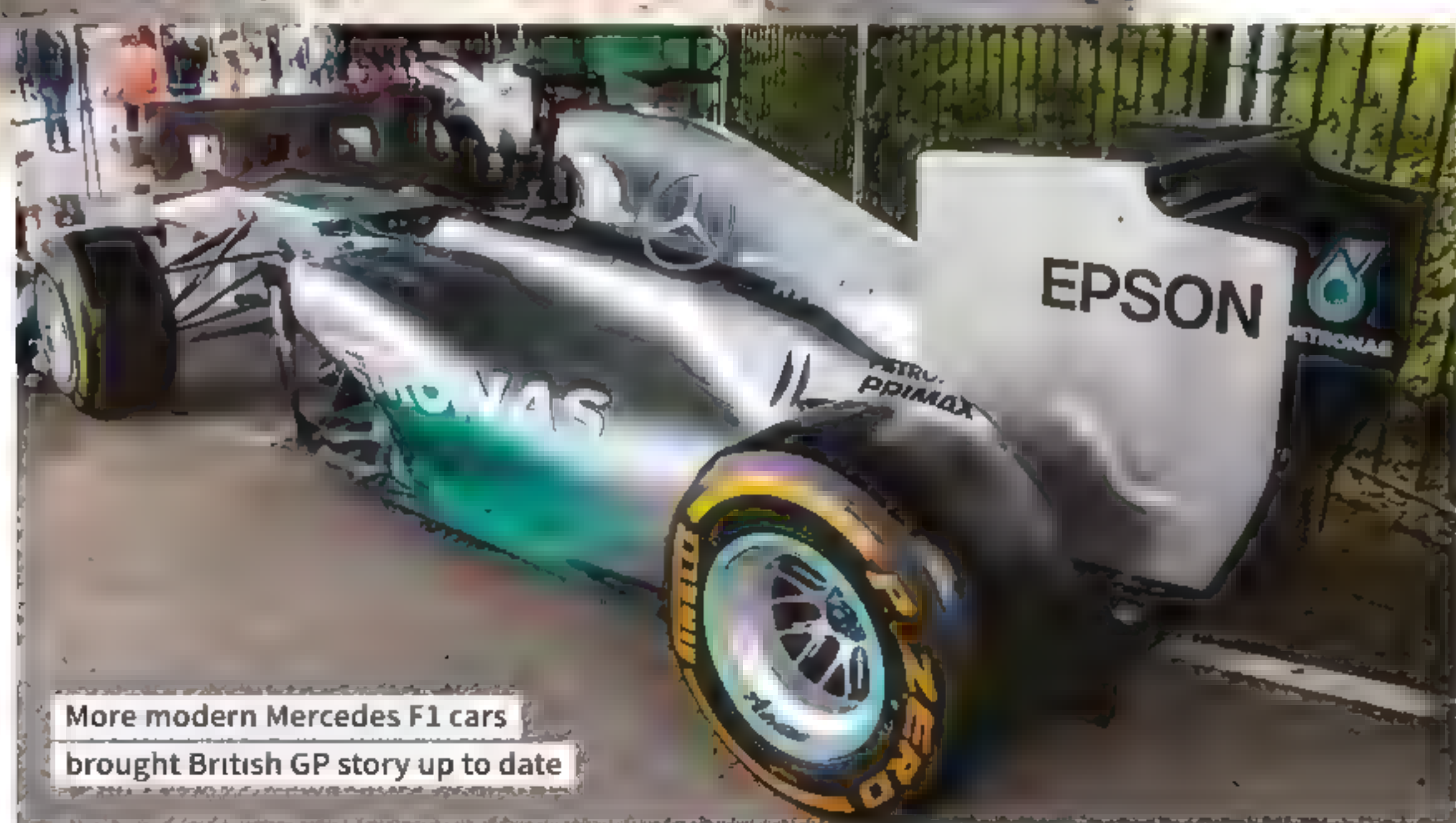
The 95th anniversary of the first 'British Grand Prix' was celebrated at Brooklands earlier this month. Long before the days of Silverstone, Aintree and Brands Hatch, it was the Surrey banking of Brooklands that first hosted a grand prix in Britain, on 7 August 1926.

This event, which only three cars finished, was part of a two-race pre-war stuttering start to the British institution, largely forgotten by many until it comes up as an answer in a pub quiz. Enthusiasts might argue about the definition of a grand prix, but a healthy crowd at Brooklands Museum was not bothered about such matters and turned out to celebrate the birthday.

Two of the nine cars that started the 1926 race were present at the Brooklands Relived event. The Halford Special built and driven in period by Frank Halford took on the Race Start challenge and is still relatively original, while the winning Delage driven by Robert Senechal and Louis Wagner was a stationary exhibit, due to its complicated flat-eight engine still undergoing repairs after breaking a crank some time ago. A further Delage may exist in the US, but ongoing travel restrictions limited international participants.

These machines gathered for the celebration are useful case studies





More modern Mercedes F1 cars brought British GP story up to date

BROOKLANDS RELIVED CLUB AUTOSPORT



Dutton targets running Bugatti T51 on Salt Flats

“WE FEEL THESE CARS WERE MEANT TO ROAR, AND YOU RESTORE THEM IN A WAY THAT ALLOWS THEM TO BE USED”

feel these machines were meant to move and roar, and you restore them in a way that allows them to be used. It's what we feel gives people the best sense of what they were for.”

Another of the cars at the event was Tim Dutton's Bugatti T51. He agrees that racing cars are built to be used and, to prove this, he is hoping to run the T51 at Bonneville Salt Flats soon. “I want to do 170mph, basically,” he says. “The plan is to go with it as a standard car,

see how it goes the first year, then come back the second year with a few modifications and see how we go. Depending on how we go then, we might have major modifications, or less modification!”

The car's red-and-black scalloped paintwork has also raised a few eyebrows. “Bugatti had scalloped cars – there's a Type 59 with scallops, there's a lot of cars with scallops,” adds Dutton. “People tell me it should be blue, but I think, ‘Yeah, OK, I like it as it is.’”

The T51 was driven by Dutton's father, three-time Production Saloon champion Ivan Dutton, who entertained the crowds as he slid the machine around the Finishing Straight, which he described as “bumpy”.

Motorsport history pertains to people and families as much as to cars and to facts and figures: Ivan Dutton's father Victor worked on Bugattis at the track in the 1920s, and son Tim is the third generation of the family to work with them.

The event also highlighted that the racing heritage of Brooklands is part of a line of grand prix history

still being made. A selection of modern Mercedes F1 cars was on display, while Adam Tyrrell – grandson of legendary F1 team owner Ken – even took Tyrrell chassis 001, the first Tyrrell F1 machine ever built, up the Finishing Straight. This is believed to be the most modern F1 machine to be driven on the Brooklands concrete, even if race pace was out of the question.

“I didn't really get out of first gear – I got into second a couple of times but there was a corner straight away,” admits Tyrrell. “As long as you keep the revs up and create a bit of noise, I think that's important for people. I think it's just special, being able to drive a car, even if it's not of the era, on the original start/finish straight.”

Purists may write off this approach, but Tyrrell relates a story of how magical motor racing can be, and where it can lead. “There was no-one in my family before my grandfather who was interested in motor racing,” he explains. “He only got interested in it after the war, when his local football club went to Silverstone for a day out. He thought, ‘That looks fun’ and started racing.”

Perhaps viewing 95 years of British GP history at Brooklands could help inspire a Ken Tyrrell of the future – regardless of whether all the cars on display were completely authentic. ❧

in the long-running debate about the concept of authenticity in the world of historic motorsport: what counts as an original historic car?

Few motorsport historians, whether of the professional or armchair variety, can resist offering an opinion. Brooklands Museum director Tamalie Newbery believes that the people who built and ran the cars before the war would have thought differently. “[The cars] got changed a lot over the years,” she says. “It was an evolution all the time. It's always a bit of a debate from a museum point of view whether you're trying to restore to the original condition or to the point where it was last used.”

The Napier Railton, holder of the Brooklands lap record in perpetuity and in action on the Finishing Straight, is a prime example of this. Newbery explains how a nut-and-bolt restoration to factory condition isn't necessarily the best option for this car.

“Do you restore it to when it was built, or when it set that record?” she asks. “You couldn't really run it like we do now because the brakes wouldn't be adequate. We run it with different tyres now because it just makes it more driveable. It's that kind of balance; you couldn't run it as a performance car in its completely original condition, but with more modern tyres you can still run it at 100mph. Here, we



McLarens and Ferraris primarily make up the collection that is on display in Los Angeles

CHARTING THREE DECADES OF

EXHIBITION POLE POSITION: THE JUAN GONZALEZ FORMULA 1 COLLECTION

The world of Formula 1 never stands still, neither on nor off the track. Every year, new technology and innovations are integrated into the cars, not only prior to each season but during the course of a campaign.

Compare machines from across the decades and, although there remain some similarities, there are also striking differences. While the cars of the late 1980s and early 1990s became more streamlined and aerodynamically effective, perhaps it was internally where the biggest changes occurred as turbo power was phased out, while there was the rise and fall of driver aids such as traction control and active suspension.

In the late 1990s it was the introduction of grooved tyres and a greater focus on cockpit protection following the dark events at Imola in 1994 with the deaths of Roland Ratzenberger and Ayrton Senna.

Fast-forward to the machines of the modern era and perhaps the most striking difference is the size, the modern examples almost dwarfing their predecessors. The halo head-protection device is an obvious addition, while under the bodywork the roaring V10s and screaming V8s of the past have been replaced with hybrid-turbo V6 power units.

The technological progression of the Formula 1 World Championship across more than 30 years is on display to the general public at the Petersen Automotive Museum in Los Angeles as part of Pole Position: The Juan Gonzalez Formula 1 Collection.

Gonzalez, chairman of the board of Mission Foods,

a sponsor of the McLaren F1 team and of Arrow McLaren SP in the IndyCar Series, has put 11 of his machines into the museum, with the exhibition running from 24 July 2021 until 5 June 2022.

"While we were under lockdown due to the COVID-19 pandemic, I reached out to the museum to offer my F1 car collection for display, as I felt it would be nice for people to have the chance to visit an F1 car exhibition at the museum once safety conditions improved and the museum was allowed to open its doors to the public," he said.

"Being able to have an up-close view of an F1 car is a rare opportunity that allows you to appreciate their fascinating design and unique features meant for high-speed racing.

"My idea behind this particular selection of F1 cars currently on display at the Petersen Museum was to represent the history of the F1 evolution during the last decades. I hope that many people take this opportunity to visit the museum and that the exhibition contributes to growing the passion and interest in F1."

The earliest model on show is a 1987 Lotus-Honda 99T (above right), the active suspension model that Senna drove to victory in the Monaco and Detroit Grands Prix that year on his way to third in the championship. That was his last season at Lotus before he made his famous move to McLaren for 1988.

Arguably the main curio for F1 geeks is the 1994 Williams-Renault FW15D, a model that never raced. That machine was based on the previous year's dominant FW15C, as designed by Adrian Newey and driven by Alain Prost to his fourth and final title, but



F1 INNOVATION



PETERSEN MUSEUM

with its active suspension and traction control systems removed. This was Williams's interim car before the FW16 was available to test ahead of the 1994 season.

Other cars include the 1995 McLaren MP4/10 (the first collaboration between the team and Mercedes-Benz), the 1999 Ferrari F399 that took the Italian team to its first constructors' title in 16 years, and the McLaren-Mercedes MP4-14 from the same season with which Mika Hakkinen drove to his maiden drivers' world championship success.

There's also a 2005 McLaren MP4-20, 2009 McLaren MP4-24, 2011 McLaren MP4-26 and 2013 Ferrari F138, while more recent examples include a 2017 Toro Rosso STR12 and 2018 McLaren MCL33.

While a trip across the Atlantic Ocean might not be in everyone's diary over the next 12 months, any chance to get up close to motor racing royalty surely isn't a chance to be missed if the opportunity arises.

STEFAN MACKLEY

WHAT'S ON

INTERNATIONAL MOTORSPORT

Le Mans 24 Hours World Endurance Championship

Round 4/6

Le Mans, France

21-22 August

TV Live Eurosport 1, Sat 1345, Quest, Sat 1415, Sun 1300

IndyCar Series

Round 13/16

Gateway, USA

21 August

TV Live Sky Sports F1, Sun 0100

DTM

Round 4/8

Nurburgring, Germany

21-22 August

TV Live BT Sport 2, Sat 1215, BT Sport 3, Sun 1215

DTM Trophy

Round 3/7

Nurburgring, Germany

21-22 August

TV Live BT Sport 2, Sat 1400, BT Sport 3, Sun 1400

World Touring Car Cup

Round 4/7

Hungaroring, Hungary

21-22 August

⚙ Livestream on motorsport.tv, Sat 1430, 2300, Sun 1400

Pure ETCR

Round 4/5

Hungaroring, Hungary

21-22 August

Indy Lights

Round 7/10

Gateway, USA

20-21 August

NASCAR Cup Series

Round 25/36

Michigan, USA

22 August

TV Live Premier Sports 2, Sun 1930

NASCAR Xfinity Series

Round 22/33

Michigan, USA

21 August

Super GT

Round 4/8

Suzuka, Japan

22 August

World Rallycross

Round 2/7

Holjes, Sweden

22 August

TV Live BT Sport 1, Sun 1600

UK MOTORSPORT

Oulton Park MSVR

21 August

EnduroKa, MSVT

Trackday Championship, MSVT Trackday Trophy

Brands Hatch MSVR

21-22 August

Champion of Brands, F3 Cup, Mini Miglia, Mini Se7en, Pre-'66 Minis, Production GTIs, Super Mighty Minis/Mighty Minis, Toyo Tires Racing Saloons/Production Golfs & BMWs, Z Cars/PBMW

Silverstone BARC

21-22 August

BMR Super Saloons/CMMCS Tin Tops, Britcar (Endurance/Praga, Trophy), Hyundai Coupe Cup, Intermarque Silhouettes, Junior Saloons, Kumho BMWs, MG Owners Club, Superkarts

Donington Park BARC

21-22 August

British Truck, Caterhams (Sigma 135/150/Sigmax), Citroen C1s, CNC Heads Sports/Saloons, Legends, Pickups

Croft DDMC

21-22 August

Focus Cup, Knockhill Modsports, Northern Saloons & Sports Cars, Super Laps Scotland

Anglesey 750MC

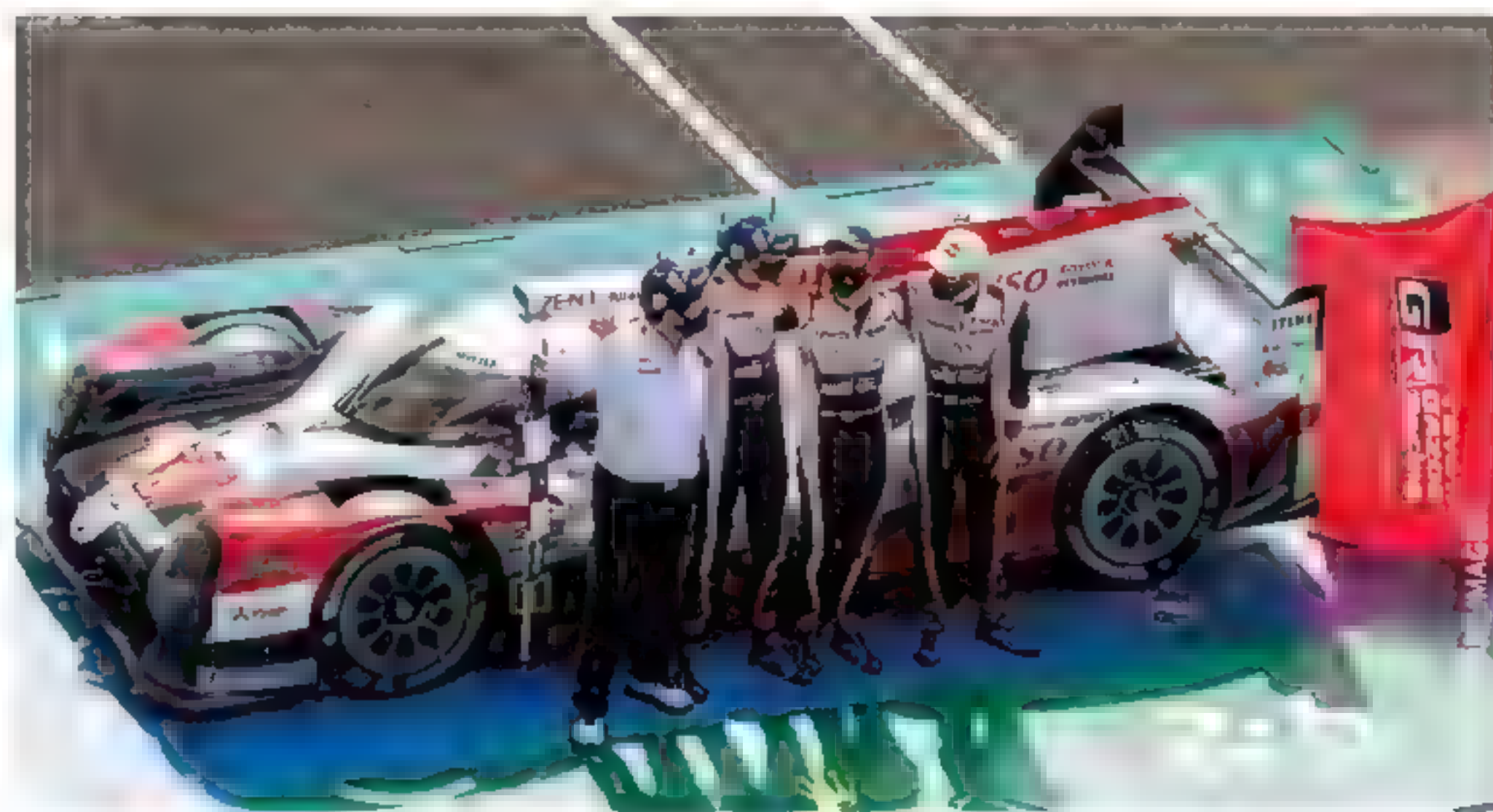
21-22 August

116 Trophy, 5 Club MX-5s, 750 Formula, Armed Forces Challenge, Clio 182s, Formula Vee, Historic 750 Formula, Locost, Sport Specials, Sports 1000, Type-R Trophy

Mallory Park VSCC

22 August

750MC Austin 7s, Allcomers, Edwardian, Formula Junior, Handicap, Pre-1961 Racing Cars, Pre-War Sports Cars, VSCC Specials



FINISHING STRAIGHT



FROM THE ARCHIVE

Proof that Ron Dennis wasn't averse to getting his hands dirty as he mans the lollipop at a pitstop for Stefan Johansson at Hockenheim in 1987. Team coordinator Jo Ramirez (right,

red pullover) steps away as the Swede prepares to thread his way down the packed, narrow pitlane. The German Grand Prix featured the second of two runner-up finishes for Johansson in his only year driving for

McLaren – but he only just made it. A right-front puncture on the last lap as he headed for the first chicane left his TAG-powered MP4/3 running on three wheels at the line as the flailing tyre destroyed his suspension.

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motorsport
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HAVE-A-GO HERO

When drivers crop up in unexpected places

MICHAEL BARTELS

When he was strapped into a Maserati MC12, Michael Bartels was one of the most prolific drivers in GT1. But his career also straddled another famous sportscar era, when he made his debut in a Group C one-off at Donington in the 1990 World SportsCar Championship.

Bartels had just missed out on inclusion in the new Mercedes junior team, made up of the three top drivers from the 1989 German Formula 3 Championship. He won more races than champion Karl Wendlinger and Michael Schumacher, his tally matched only by Heinz-Harald Frentzen, but a poorer finishing record meant he ended up behind them in fourth.

Still, Bartels appeared to have the best of both worlds in 1990, his Formula 3000 programme combined with a Porsche junior deal that involved pounding around the Weissach test track in a 962 to develop "a lot of engine mappings, how the boost was coming in". Working with "legends of engineering" Norbert Singer and Roland Kussmaul was for Bartels "a wonderful experience". "I was doing a lot of testing, I was hungry, young and I wanted to deliver," he says.

Bartels' double European Hillclimb

champion father Willi had enjoyed a "very tight connection" with Reinhold Joest, who elected to trial Bartels alongside Jonathan Palmer at Donington.

After running seventh early on, he and Palmer finished 12th after Bartels made an unscheduled stop with a suspected puncture that turned out to be tyre debris, before being promoted two places when both Jaguars were disqualified.

"It wasn't easy!" he recalls. "I remember the whole weekend was about fuel consumption, lifting and braking 30 metres before the corner. It was [necessary] to have the consumption under control, not to stop another time."

It would prove his only Group C appearance. Bartels thereafter focused on single-seaters, making four unsuccessful attempts to qualify for grands prix with Lotus in 1991, before returning to F3000 and subsequently racing tin-tops.

Bartels still valued the Group C experience highly. "For me it was super, driving a world championship race," he says. "You had to finish, to work with these engineers, with a manufacturer. But my main focus was in the direction of F1."

JAMES NEWBOLD



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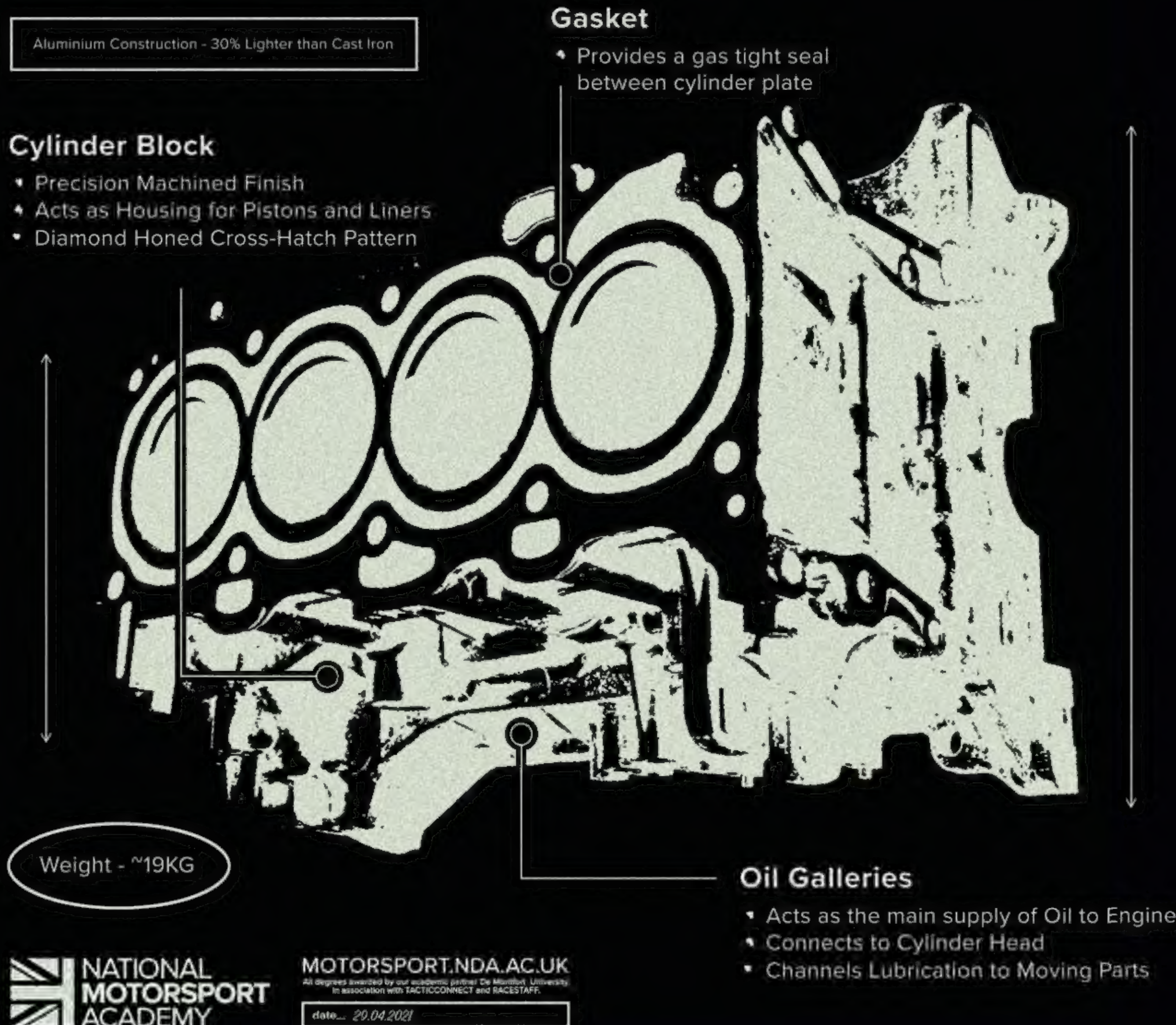
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